

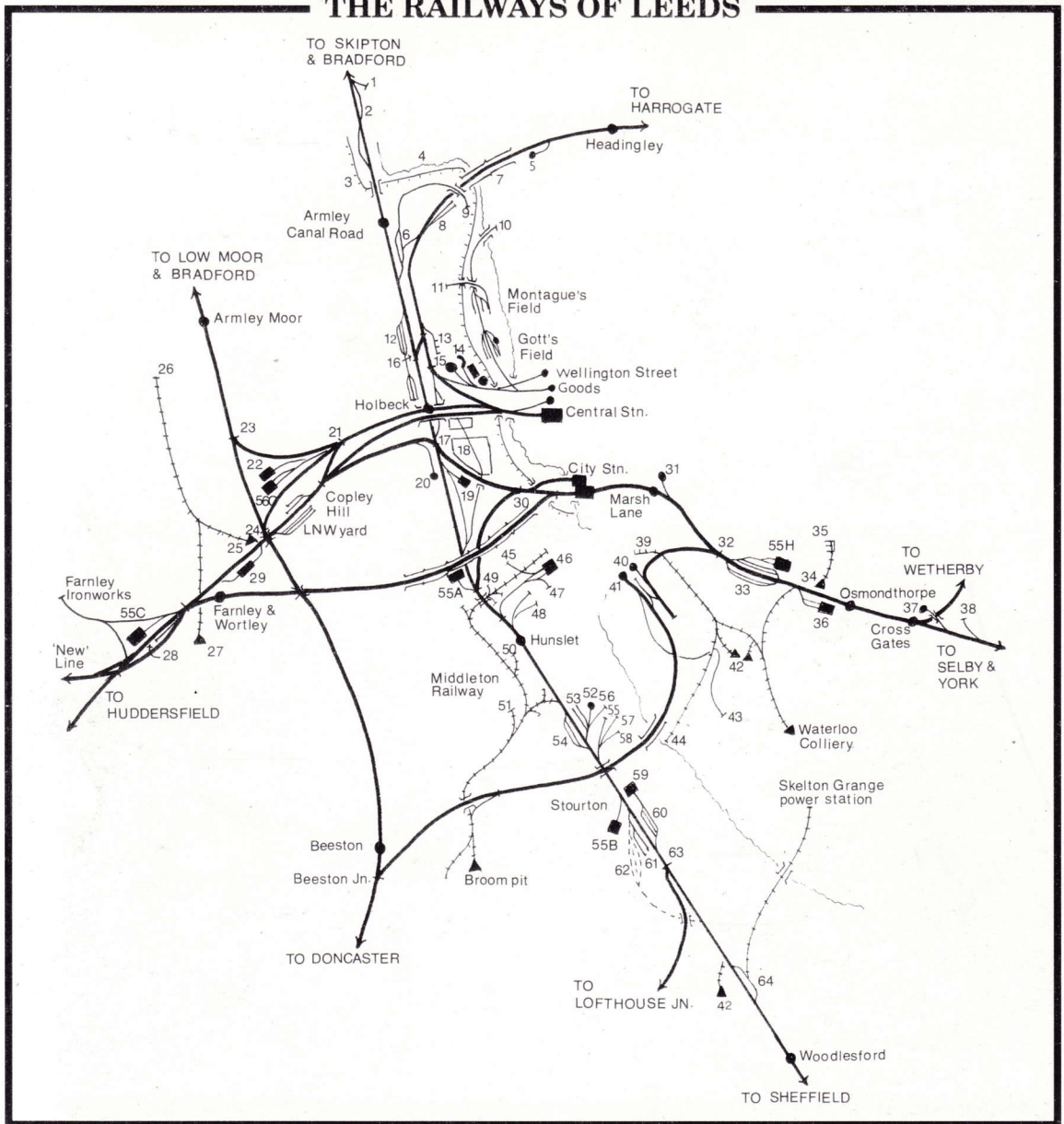
**Railway Memories No.3**

# LEEDS



**PETER ROSE**

# THE RAILWAYS OF LEEDS



1. Kirkstall power stn.; 2. Kirkstall flyover; 3. Leeds & Liverpool Canal; 4. River Aire; 5. Cardigan Rd. goods; 6. Armley Midland goods & exchange sidings; 7. Kirkstall viaduct; 8. Armley Bridge sidings; 9. Leeds Forge; 10. Kirkstall Rd. highway depot; 11. Greenwood & Batley; 12. New Wortley gasworks sidings; 13. Armley Rd. coal depot; 14. Holbeck NER engine sheds; 15. Geldard Jn.; 16. Wortley Jn.; 17. Whitehall Jn.; 18. Monk Bridge foundry; 19. District Engineer's saloon shed; 20. Whitehall Rd. goods; 21. Holbeck Jn.; 22. GN carriage shed; 23. Wortley West Jn.; 24. Wortley South Jn.; 25. Bush colliery; 26. Fireclay works; 27. Manor colliery; 28. Cadbury's depot; 29. LNWR carriage shed; 30. Leeds City Jn.; 31. Marsh Lane goods; 32. Neville Hill West Jn.; 33. Neville Hill yards; 34. Osmondthorpe colliery; 35. Coal depot; 36. Neville Hill carriage shed; 37. Cross Gates goods; 38. Ordnance factory; 39. Coal depot; 40. Hunslet East NE goods; 41. Hunslet East GN goods; 42. Collieries; 43. Knostrop waterworks; 44. Aire & Calder Navigation staithes; 45. Meadow Lane gasworks; 46. Hunslet Lane goods; 47. John Fowler works; 48. Hunslet Engine Co. & Hudswell, Clarke; 49. Engine Shed Jn.; 50. Coal depot; 51. Clayton's engineering works; 52. Hunslet Balm Rd. goods; 53. Hunslet Up yard; 54. Hunslet Down yard; 55. West Yorkshire Foundries; 56. Reynolds private siding; 57. Government cold store; 58. Liversedge private siding; 59. Stourton wagon shops; 60. Stourton Up yard; 61. Stourton Down yard; 62. Site of Stourton New Yard; 63. Stourton Jn.; 64. Waterloo Colliery sidings.



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**PETER ROSE**

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**BELLCODE BOOKS**  
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LANCASHIRE OL14 7BA



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ISBN 1 871233 02 X

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Published by Bellcode Books

Edited by Stephen Chapman.

Printed by The Amadeus Press Ltd.,  
Huddersfield.

Typeset by Ryburn Typesetting Ltd.,  
Luddendenfoot, Halifax.

Viewed from the over-  
bridge at Holbeck High  
Level, Wakefield-based  
WD 2-8-0 No.90326  
trundles a Down coal train  
past Whitehall Junction  
Down Slow starting signal  
on 5th October, 1961.



**FRONT COVER:** Spotters fill the platform at Leeds City (North) as Jubilee 4-6-0 No.45664 *Nelson* leaves with an express on 11th August, 1961. The signal box nameboard bears witness to the station's original identity.  
**FRONTISPIECE:** Ex-LNER V2 2-6-2 No.60918 heads east from Leeds City with the 8.45am 'North Briton' to Glasgow Queen Street on 12th August, 1961.

**BACK COVER (TOP):** A Wetherby Races special is ready for the off after changing crews at the east end of Leeds City (South). The engine is Standard Class 5 No.73016, the date 23rd April, 1962.

**BACK COVER (BOTTOM):** Main line engines on their way to work trains were used to bring empty coaches from Copley Hill carriage sidings to Leeds Central. Here, A1 4-6-2 No.60147 *North Eastern* has been released by the departure of the stock it brought in, which formed the 4.43pm to Doncaster, and is now itself ready to take the 5.17pm Doncaster on 17th August, 1961.



# INTRODUCTION

Crewe, Derby, Swindon and Leeds. Yes, definitely Leeds.

Leeds may not be readily associated with the great railway towns of Britain but right from the very birth of the railway age, it has been one of the most important. In the annals of railway history it can even claim to be the most important.

The world's first proper railway was opened there only half-way through the 18th century, the world's first truly successful steam locomotive built by Leeds engineer Matthew Murray ran along it in 1812, while it is often said that the combined locomotive manufacturers of Leeds built more railway engines than Crewe, Derby, Doncaster or Swindon.

Even today, after all the cutbacks of the last 30 years, Leeds City station is still one of British Rail's busiest outside London, and it is getting busier.

In **Railway Memories No.3**, we are especially proud to reveal for the first time in print the magnificent 1950s and '60s photography of one-time Holbeck fireman Peter Rose.

We have deliberately omitted reference to locomotive builders and mineral railways in order to concentrate on these fine pictures of the once extensive main line system around Leeds. Any attempt to include all three in the same book would have meant that we could not have done justice to any.

This edition of **Railway Memories** takes us back to a time when Leeds was a centre of

# CONTENTS

<b>Setting the Scene</b>	<b>Page 4</b>
<b>From School Cap to Greasetop</b>	<b>Page 10</b>
<b>Along the Midland</b>	<b>Page 15</b>
<b>The North Eastern</b>	<b>Page 41</b>
<b>Leeds City</b>	<b>Page 52</b>
<b>Central and the Great Northern</b>	<b>Page 72</b>
<b>The Wessie</b>	<b>Page 90</b>

such intense activity that it was almost impossible for the observer to keep pace; a time when an unrivalled wealth of locomotives from both LNER and LMS camps could be seen together, a time when there were effectively three main line stations next door to each other, a time when there were five locomotive depots, plus running lines, and goods yards galore.

Now but a memory, Leeds Central was once a bustling terminus for the city's most important expresses. This view from 'A' signal box on 23rd March, 1963 shows signaller Walter Dove talking to the enginemmen who are about to take BR/Sulzer Type 4 (Class 47) No.D1501 on its way to Kings Cross, while Standard Class 3 2-6-2T No.82026 removes empty coaches.





# SETTING THE SCENE

George Stephenson wasn't even born when the Middleton Railway, sanctioned by Act of Parliament in 1758, began carrying coal from Middleton Colliery to the banks of the River Aire, making Leeds the world's first railway town.

At first its coal tubs were pulled by horses but in 1812 – 13 years before Stephenson's *Locomotion* made its debut on the Stockton and Darlington – the *Salamanca*, built by Leeds engineer Matthew Murray and using Middleton Colliery manager John Blenkinsop's rack adhesion system, was working trains to Leeds.

Not only was it the world's first commercially successful steam locomotive, but it also started a distinguished locomotive building tradition in Leeds which continues to this day.

The city acquired its first passenger main line as early as September, 1834, when the Leeds and Selby Railway started running from its terminus in Marsh Lane.

Not long after, the so-called Railway King, George Hudson, got in on the act by making Leeds a key part of the developing national rail network. His North Midland Railway, opened in July, 1840, ran to Derby from its own terminus at Hunslet Lane and through links with other companies gave Leeds its first direct route to London.

Next in town was the Manchester and Leeds (later the Lancashire and Yorkshire) which ran across the Pennines via Hebden Bridge and Normanton, from where it enjoyed running powers over the North Midland to Hunslet Lane.

Marsh Lane, on the other hand, lost its passenger trains when another Hudson company, the York and North Midland, took a lease on the financially-troubled Leeds and Selby in November, 1840 and promptly routed all its services to Hunslet Lane via Castleford and Methley. Through goods traffic was similarly diverted in 1848, Hudson arguing that Marsh Lane was too isolated and did not connect with other railways.

A local passenger service was restored in 1850 but the overall situation remained until 1869 when Marsh Lane was finally linked to the rest of the Leeds system.

In 1846 a third terminus was established when the Leeds and Bradford Railway set up Wellington Station on a site close to the present City station. Again Hudson was quick to capitalise and the Midland Railway (formed when the North Midland amalgamated with

the Midland Counties and Birmingham and Derby Junction railways) made a connection to Wellington, transferring its passenger operations from Hunslet Lane.

Next came the Huddersfield and Leeds, opened in 1848 and forming a second, more direct route across the Pennines.

Then, on 9th July, 1849, the Leeds and Thirsk Railway (later part of the Leeds Northern and from 1854 the North Eastern) opened its line to the north through Headingley.

The Great Northern Railway reached Leeds in 1854 when its Leeds, Bradford and Halifax Junction line met the Huddersfield and Leeds (by now part of the London and North Western) at Holbeck Junction on the approach to Central station. Three years later the GNR opened another line into the city, this time from Wakefield and forming the second and ultimately the fastest link with London, to Kings Cross via Doncaster.

The next step was to close the gap between Marsh Lane and the rest of the system, which the NER did on 1st April, 1869 when it opened the raised section from the old terminus to a new city centre station which it built jointly with the LNWR.

Situated immediately along the south side of Wellington station, this was simply called New station. On 2nd May, 1938 the two were combined and renamed Leeds City, Wellington being known as City (North) and New as City (South).

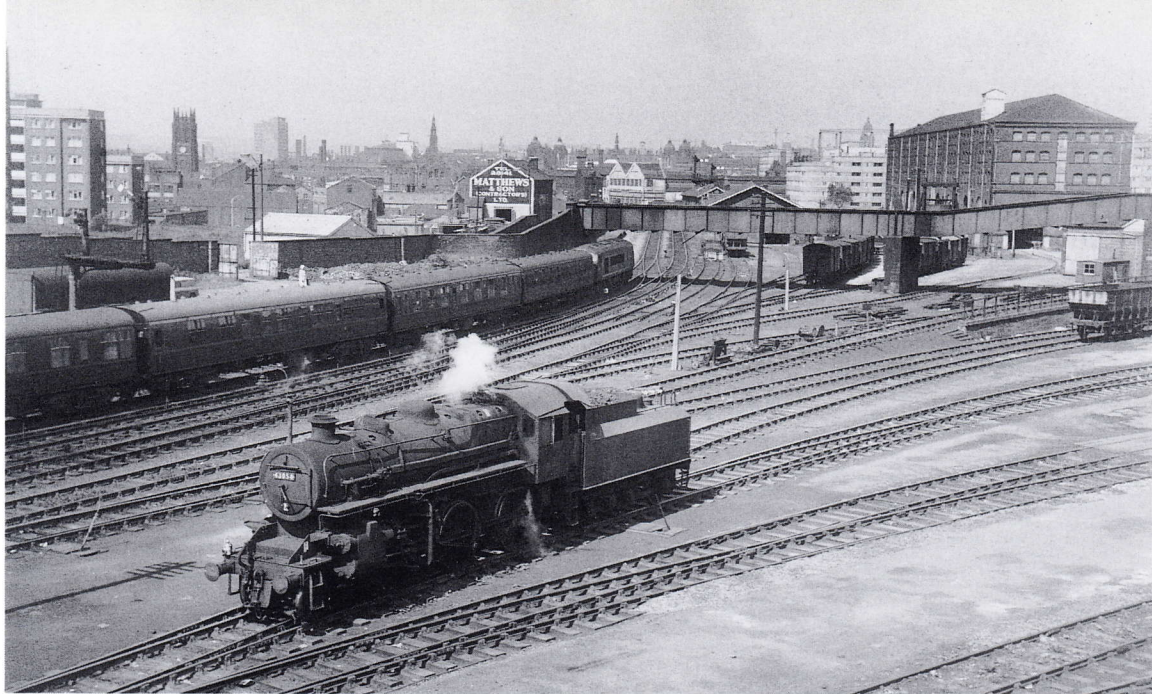
Concurrently with the extension from Marsh Lane, the NER also opened its line from Micklefield to Church Fenton, giving a direct route between Leeds and York.

In 1876 the Midland's newly-opened Carlisle line put Wellington station on a direct route to Scotland, while the last main line into Leeds was opened by the LNWR in 1900. Appropriately called the New Line, it ran from Heaton Lodge Junction, just north of Huddersfield, to join the existing Huddersfield and Leeds route by a flying junction at Farnley. From there a line ran straight to Leeds New station along a string of viaducts.

Completing the jig-saw were lines opened by the GNR in 1898 and NER in 1899 to serve their neighbouring goods depots at Hunslet East. The two were not directly linked to form a through route but were connected by exchange sidings between the depots.

Throughout the twentieth century Leeds became a major crossroads for some of the





**Marsh Lane** (above) was the terminus of the North Eastern line from Selby until Leeds New station and the line to it were opened in 1869 when a new Marsh Lane station, which lasted until September, 1958, was also opened. **Marsh Lane** survived until December, 1980 as a goods and coal depot while the site is now occupied by a pre-mix concrete works served by bulk stone trains from the Tilcon quarry at Rylstone, near Skipton. On 8th June, 1964, Ivatt Class 42-6-0 No.43054 takes a break from shunting while a Class 46 Peak takes the 1869 line to City station with a Newcastle–Liverpool express. The sidings are today much reduced and the warehouses demolished.

country's most famous and romantic express trains.

Over the Midland ran the famous St Pancras–Glasgow 'Thames–Clyde Express' and 'The Waverley' (previously the 'Thames–Forth') to Edinburgh, while 'The Devonian' also called at City station on its way between Bradford Forster Square and Paignton. The 'North Briton' ran between City and Glasgow via York, while Central station hosted the magnificent 'Queen of Scots' Pullman which ran between Kings Cross and Glasgow via Harrogate. Principal expresses between Central and Kings Cross included the early morning businessmen's train 'The West Riding', and 'The White Rose', which formed a morning service from London.

Of almost equal stature were the Trans-Pennine expresses which ran between Liverpool Lime Street and Hull or Newcastle.

The Newcastle trains originally reversed at New station but a new spur completed at Wetherby in 1902 (to where the NER opened the branch from Cross Gates in 1876) enabled them to run straight through without a reversal. In the 1940s and '50s the Wetherby line's steep gradients saw these trains

gravitate back to the Headingley route. When diesels took over in 1961, firstly the English Electric Class 40s and then the Class 46 Peaks, they were able to resume the Wetherby road but only until its closure in 1964. With the closing of the Leeds Northern route north of Harrogate in March, 1967, all such trains were routed through York.

The Hull–Liverpool trains were also dieselised in 1961, using the Trans-Pennine Inter-City DMUs which lasted until a shake-up of cross-Pennine services in 1979 saw them relegated to local workings.

Also reaching Leeds was the service from Liverpool Exchange via the Lancashire and Yorkshire. In steam days Bradford portions were attached and detached at Low Moor, but when the specially-designed Calder Valley Class 110 DMUs took over in 1962 all trains were routed via Bradford.

On top of these a whole myriad of local trains ran in and out of Leeds. From Central station in the 1950s they went to Doncaster; Cleethorpes; Castleford Central via Stanley; Bradford Exchange via Stanningley or Pudsey Lowtown and Greenside; Huddersfield via Halifax; Blackpool Central; and to Knaresborough and





**This is how the railways of Leeds looked from the west in April, 1960, when they were extensively photographed during a British Railways aerial survey in preparation for the combination of City and Central stations. On the left is Wellington Street goods yard, and lower left, Gott's Field and the former NER 1873 Holbeck roundhouse. Central station is in the centre of the picture and City station above. Also visible are the Monk Bridge foundry, the River Aire and the Leeds & Liverpool canal. (by courtesy of British Rail)**



Ripon via Headingley. From City station they ran to York, Scarborough, Whitby and Hull; Market Weighton and Bridlington; Huddersfield; Blackpool, Penistone and Stockport; Goole via Castleford Cutsyke; Ilkley via Otley; Skipton via Shipley and via Guiseley and Ilkley; Sheffield Midland via Cudworth; Bradford Forster Square, Morecambe and Lancaster; West Hartlepool, Middlesbrough, Northallerton and Thirsk via Harrogate; and Tadcaster via Wetherby.

Quite a few suburban stations grew up around Leeds and in the 1950s they were still open at Holbeck High and Low Level, Armley Canal Road, Hunslet, Woodlesford, Farnley and Wortley, Armley Moor, Beeston, Headingley, Marsh Lane, Osmondthorpe Halt and Cross Gates.

The 1960s brought massive change, reshaping the Leeds network beyond all recognition through the multi-million pound combination of City and Central stations.

In truth, this meant closing Central, converting City (North) into a major parcels depot and rebuilding City (South) as a super-modern station handling all the city's remaining passenger trains.

Signalling in the immediate area was modernised and brought under the control of

one power signal box at the new City station, while the maze of lines at the west end was rebuilt so that trains previously using Central could reach City station – or just plain Leeds as it was to become.

Work began in 1960 and, being carried out in gradual stages, was not completed to a point where Central station could be closed until 1st May, 1967, the day when all remaining services were switched to City.

Originally a £4½ million scheme which included six approach lines and a flyover at the west end of City station, it was cut back in the early 1960s to £2½ million with only four approach tracks and no flyover.

While this was happening, the Beeching axe was descending painfully on the West Riding passenger network, cutting off several services which ran into Leeds.

Withdrawn were those over the Wetherby line from 6th January, 1964; the Pudsey loop on 15th June, 1964; to Castleford via Stanley on 2nd November, 1964; to Bradford Forster Square and to Ilkley via Otley on 22nd March, 1965. Even the LNWR's New line was axed in 1965 when all Trans-Pennine services were rerouted via Dewsbury, the last train to use it being the 17.05 Liverpool to Newcastle which was retained from the end of the 1964

**The clocktower of Leeds Town Hall dominates the skyline in this May, 1970 view of part of the huge Wellington Street Low Level goods yard. The Great Northern goods shed (left) is seen from the high level LNW/L&Y warehouse (right) which is adjoined by the hoist used to lower wagons down to the low level sidings. Wellington Street closed on 4th March, 1974 and the goods sheds have since been demolished. The area on the extreme right was razed to ground level and is now occupied by the customary retail and wholesale warehouses while the rest is currently used as a car park, with a Holiday Inn and the Yorkshire Post newspaper offices at the western extremity. The derelict shell of the wagon hoist survives and can be inspected at close quarters.**





summer timetable until the statutory closure procedure was completed.

Decline set in during the late 1960s, thanks to the closures and increasing road competition. Principal routes into Leeds were reduced from four to two tracks. Patronage of West Yorkshire services, most of which ran into Leeds by this time, fell to a mere six million passengers a year.

Valiant efforts by British Rail in the early 1970s to market local services stopped the rot but it was in 1976, when the West Yorkshire Passenger Transport Executive began financially supporting the network in accordance with the 1968 Transport Act, that a remarkable turnaround began.

Not only did the PTE's support ensure the survival of remaining services, but an attractive range of fares and tickets, and investment in new stations along with improved services, saw the annual number of passengers rocket to the present 15 million.

Services on all routes have been increased, the PTE even owns its own trains and is electrifying the lines to Ilkley, Skipton and Bradford Forster Square. Plans have been drawn up to expand City station to cope with

increased traffic by adding two more western approach tracks and three extra platforms.

Leeds was also (and still is) an important centre for goods traffic, possessing no less than nine freight depots, four main sorting yards and numerous private sidings serving all manner of industries.

The biggest goods depots were the Midland's Hunslet Lane, which survived until 1972, and the vast Wellington Street complex which stayed in business, much rationalised, for another two years. Both sent express services direct to various parts of the country.

With its locomotive depot and wagon shops, Stourton was, after nationalisation, the main marshalling yard for the Leeds area while other yards were at Neville Hill (NE), Copley Hill (LNW) and Hunslet (Midland). Stourton has now gone, but Hunslet and Neville Hill remain in limited use.

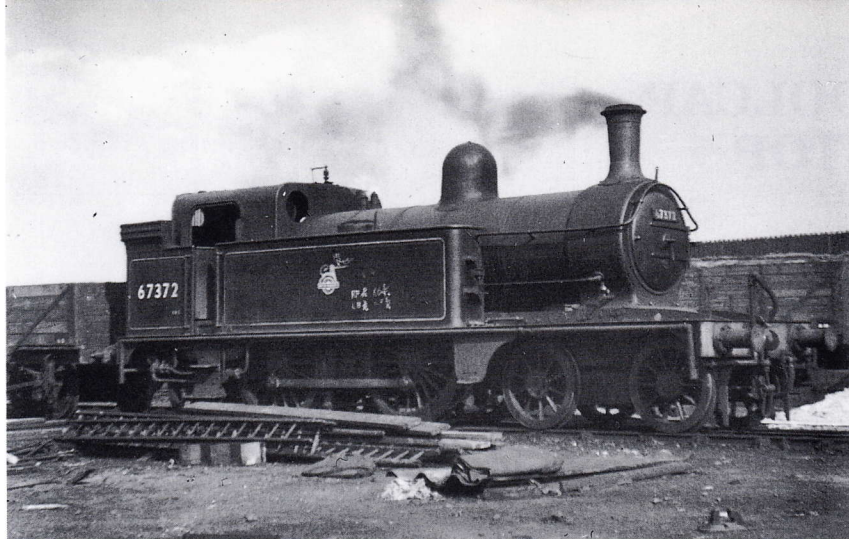
To service this mass of railway, Leeds had no less than five locomotive depots, each with its own distinct function and company lineage.

Top shed was Holbeck, opened by the Midland Railway in the late 1860s and supplier of prime passenger power for the old company's main lines.

**One of the earliest engine sheds in Leeds was that established by the Leeds and Thirsk Railway at Holbeck (Wellington Road) in 1849. This April, 1960 view shows the entire site (left) in use by engineers Thos. Marshall with Holbeck station in the centre of the picture. The original roundhouses are at the bottom of the depot site and the NER's 1873 roundhouse at the top.** *(by courtesy of British Rail)*







**Besides hosting the most glamorous of engines – the East Coast pacifics – Copley Hill shed was also home to some of the most antique. Simmering in the yard on 7th May, 1952 was 50-year-old ex-GNR 4-4-2T No.67372.**

Over the years it became synonymous with the Compound 4-4-0s, Jubilee and Royal Scot 4-6-0s and, following dieselisation in the 1960s, the famous Peaks which so dominated Midland line services.

The last steam shed in Leeds, Holbeck closed to steam on 30th September, 1967 after which all such locomotives visiting the city had to be serviced at Normanton, 14 miles away. The last steam engine to leave Holbeck under its own power was Black Five 4-6-0 No.45428, bound for preservation in Birmingham, on 24th August, 1968.

Today, although no longer having its own main line allocation, Holbeck continues as an important fuelling and servicing point for locomotives visiting West Yorkshire and is one of only two depots left in Leeds.

Stourton, situated across the main line from the marshalling yard, supplied goods engines for the Midland.

It had closed altogether by early 1967 but the wagon shops survived intact until the 1980s when they were last used for storing surplus locomotives and freight wagons.

At Farnley Junction was the LNWR's shed providing goods and passenger power for the Trans-Pennine route. It closed completely on 23rd November, 1966, when most of its allocation went to Holbeck.

The NER shed was the large complex at Neville Hill, opened in 1904 to replace the cramped Leeds and Thirsk roundhouses in Wellington Road. Its fleet was essentially North Eastern with Q6 0-8-0s, J21 0-6-0s, various 0-6-0Ts and G5 0-4-4Ts. For main line passenger work there were B1 and B16 4-6-0s, and D49 4-4-0s, but pride of the shed were the A3 pacifics.

After the opening of facilities for dealing with diesel multiple units and locomotives in May, 1960, the first main line diesel

locomotives in Leeds were allocated to Neville Hill, and consisted of two dozen Class 40s and 45s.

Neville Hill became an all-diesel depot in June, 1966 when its last steam locomotives – Q6 0-8-0s Nos.63344/63420/6 were transferred to Normanton, and Fairburn 2-6-4Ts Nos. 42184/96 to Low Moor.

A three-year modernisation programme, completed in 1978, included converting the roundhouse into a maintenance shed for High Speed Trains plus construction of cleaning and servicing sheds for coaches, DMUs and HSTs, establishing Neville Hill as one of Britain's premier depots for local and InterCity diesel and electric trains.

Arguably the most glamorous shed in terms of engines dealt with was Copley Hill, the former GNR depot which hosted the magnificent Gresley pacifics working expresses from Kings Cross.

Not surprisingly, Copley Hill succumbed early to diesels and closed completely on 6th September, 1964. The straight shed and its environs were demolished the following year.

These were not the only, nor the first locomotive depots in Leeds, though.

The North Midland had an eight-road engine house at Hunslet Lane. It survived, probably used for goods engines, until the 1870s when it was converted into a freight warehouse. There was also a Midland single-turntable roundhouse on the south flank of Wellington station. It was replaced by Holbeck and demolished in 1869 to make room for the New station.

The Leeds and Thirsk depot in Wellington Road (also known as Holbeck) consisted of one full roundhouse and a half roundhouse plus workshops. The NER updated the depot and added an extra roundhouse in 1873.



# FROM SCHOOLCAP TO GREASETOP

I grew up close to Wortley Junction where there were two railways – the LNER and LMS, and from the end of our street I could cross the main road, dodge its trams and buses, climb the wall and see the eight-track layout.

The first two tracks were LNER through shunting lines connecting Wortley NE Sidings and Armley Bridge Sidings. Then came the LNER Up and Down main lines and beyond these the LMS Fast and Slow lines. The terms Fast and Slow were for identification only and were not indicative of train speeds. The Fast lines were mainly for Bradford trains, and were carried over the Slow lines by a flyover between Armley and Kirkstall, providing a non-conflicting route from the short platforms at the north side of Leeds City to the Bradford lines at Shipley. The Slow lines were used by Ilkely trains which branched off at Apperley Junction, and those to Skipton and the North.

During the war, an air raid blew a hole in the railway wall, just the right size for a young spotter to sit in comparative comfort near to where one of Neville Hill's dozen or so ex-NER J21s would be shunting.

Other occasional visitors to these sidings were the 3F 0-6-0Ts in the 7567–71 number range from Farnley Junction, bringing trips from Copley Hill LNW or Wellington Street LNW for which I believe they were still using special large brakevans. GN J50 and J52 0-6-0Ts were also seen but a particularly outstanding visitor was ex-Great Eastern J17 No.8214. All the day's shunting seemed to lead up to the departure of the 8.20pm Stockton fitted, usually behind a pacific, which I recall on one glorious evening was A4 No.4482 *Golden Eagle*.

On the LNER main lines, the Harrogate local passenger trains were mainly in the capable hands of NER D20 4-4-0s.

Sharing this work could be A6 and A8 4-6-2Ts, B16 and later B1 4-6-0s, V2 2-6-2s, D49 4-4-0s, K3 2-6-0s, V1 2-6-2Ts and the large NE D21 4-4-0s, which became extinct before 1946. Ex-NER G5 0-4-4Ts worked to Ilkely via Arthington and Otley.

A large volume of freight worked into Armley Bridge sidings from the North, producing ex-NER Q6 and Q7 0-8-0s. In a five-week period, 52 different Q6s were recorded as well as three Q7s, five O4s, one

8F (No.8514) and O1 No.3468.

The big LNER event of the day was the passing of the double-headed Newcastle–Liverpool express during lunchtime, usually routed majestically across the layout from the Up North Eastern to the Up Slow. The pilot was normally a Starbeck D49 and the train engine an A3 such as *Sir Hugo* or *Harvester*, or less commonly an A4 such as *Golden Eagle* or *Sparrow Hawk*.

In the afternoon there was another noted train which originated from Darlington and was often used for running-in new or repaired engines. I saw my first B1, No.8303 *Impala* on this working, and subsequent B1s up to 8310 (1009).

On the LMS, a large number of ex-L&Y 2-4-2Ts operated the locals and, on occasions, expresses. These engines were supplemented by 0-4-4Ts of a design credited to Stanier but obviously designed before his time, of which 6400 to 6404 were allocated to Bradford Manningham. One or two worked off Ilkely sub-shed to Leeds via Guiseley. In the early days ex-Midland 0-4-4Ts such as 1247, 1255, 1315 and 1403 were also seen. As the older types were withdrawn, Stanier 2-6-2Ts became more common while Fowler and Stanier 2-6-4Ts played a supporting role.

Class 2P and 4P 4-4-0s were the main tender engines used on locals – Holbeck had No.633 with its Dabeg water heater as well as some of the remaining Belpaire Class 3Ps, Nos 720, 725, 736 and 748.

Expresses had anything from a Compound to a Scot. Lancaster Compounds worked the Heysham boat trains and some Morecambe trains. Holbeck had the original rebuilt Scots, Nos.6103, 6108 and 6109 but sometimes borrowed unrebuilt ones, such as 6111 and 6166. It also had Jubilees, and unrebuilt Patriots Nos.5534 *E. Tootal Broadhurst*, 5535 *Sir Herbert Walker KCB*, and 5538 *Giggleswick* as well as many Black Fives.

On the freight side, one interesting working, the Nelson–Carlton empties, often produced the remaining ex-L&Y 0-8-0s from Aintree and Rose Grove, such as Nos.12962 and 12886.

At this time, there was a tremendous amount of freight being moved on the railway. Trip work was performed by 2F, 3F and 4F 0-6-0s; Fowler 7Fs, of which Stourton





**Former Lancashire and Yorkshire 2-4-2Ts were the regular power for many local services on the Midland lines around Leeds during the early 1950s. Over 60 years old, Class 2P No.50636 pilots LMS Compound 4-4-0 No. 41063 away from Leeds City (North).**

still had 9537 and 9540 before they went to Farnley Junction; and ex-LNW 0-8-0s 9018, 9055 and 9087, again Stourton engines before being returned to their native Western division. Long distance freight was entrusted to 8F 2-8-0s from many depots.

If I got away smartly from school, I could see one of Holbeck's Scots accelerating north with the afternoon Glasgow. Then, after tea, I would walk to Holbeck station where a Starbeck D20 would run in, its Westinghouse brake pump panting like a runner at the end of a race.

Thanks to the war some locomotives previously earmarked for withdrawal were kept working but no-one at school believed me when I told them I had seen 4-4-0 No.25321 *Lord Loch*. Many years later I found a back number of *Railway Magazine* reporting *Lord Loch* passing Rotherham in February, 1944. Another veteran was outside-framed Midland 2F 0-6-0 No.22822 from Burton shed. It came along the Down Slow from the Leeds direction, stopped at Whitehall Junction slow lines crossover and reversed round towards Engine Shed Junction. This was the only time I ever saw this crossover used, presumably for the Kirtley to turn on the triangle.

Elderly locos from northern sheds also passed by on their way to Derby works or Holbeck repair shops. One day while travelling by bus towards Methley, I noticed Midland 2-4-0 No.20185 heading south along the main line. This was, I believe, in 1948 so there was probably no return journey to Barrow for this engine.

By this time I was spending Saturday mornings at Holbeck station. The first train noted always produced a Newton Heath Jubilee, for example 5642 *Boscawen* or 5701 *Conqueror*. After being relieved of its train in Leeds Central, it went tender first to Farnley Junction shed via the connecting line down to Copely Hill LNW. There were other LMS workings with Southport Class 5s, and part trains from Low Moor powered by 5s, Compounds, and on odd occasions ex-L&Y 2F 0-6-0s, all of Low Moor shed. The LNER London trains had pacifics or V2s while other through trains were hauled by a variety of types, such as C1 4-4-2s, of which my favourites were 3300 and 3301; ex-GC B4 and B6 4-6-0s; and again pacifics or V2s filling in. Local trains were mainly behind N1 and N5 0-6-2Ts and C12 and C14 4-4-2Ts.

Quiet periods at Holbeck Low Level were enlivened by the antics of the Monk Bridge Iron and Steel company's industrial tank engines working the exchange sidings wedged between the Up Independent and the curve down from Leeds Central 'B' box to Geldard. One engine, a side tank, was green while the other, a saddletank, was red.

From the High Level, the view included the former LNW line descending from Copely Hill to Whitehall Junction on which trip trains to Neville Nill were often worked by engines filling in their time between a main line turn into Copely Hill and replenishment at Farnley Junction. Class 5s, 8Fs and 7Fs were typical on these jobs but my particular





**Fairburn Class 4 2-6-4T No.42093 hauls a Bristol to Bradford Forster Square express past Wortley Junction in November, 1961 while ex-Midland 4F 0-6-0 No.43987 stows its coal train in Wortley gasworks loaded sidings. Only four running lines remain at this spot today, though they are being electrified along with the Leeds-Bradford line. Armley Road coal depots, now occupied by a car service station, are above 42093.**

favourites were the Stanier 2-6-0s. Farnley itself provided ex-L&Y 0-6-0s Nos.12139, 12155 and 12464.

Like many boys I was also fascinated by the Leeds and Liverpool Canal to which access was gained by Canal Road Wharf, almost beneath Kirkstall Viaduct. Walking along the towpath towards Leeds brought me to a single track railway at the lower, River Aire level on the left. It crossed the river to enter the highways department yard on Kirkstall Road where I believe there was also a connection from the city tramway. On the other side of the canal was the Greenwood and Batley works with its private railway and red saddletank which could sometimes be seen through the works entrance in Armley Road. Access to this was via a siding from Montague's Field coal yard, which I came to next on my way down the canal. The siding climbed up a bank at the far side of the yard, bridging the line to the highways yard and the canal before entering the works. A J50 usually shunted here, coming from Wellington Street by an underpass beneath Wellington Bridge. Beyond Wellington Bridge, a former goods station occupied an area known as Gott's Field, where there were also stables for railway horses. Continuing

along the towpath towards Leeds took me underneath the low level approach to Wellington Street goods where an ex-NER J77 0-6-0T often shunted.

From the Holbeck Low Level platform on the slow line side, a footpath provided an interesting route to other places. Turning left into Whitehall Road, I passed over a level crossing linking two parts of the Monkbridge works, before taking a right turn down Globe Road. Just before the railway overbridge, a siding came out of Monkbridge and crossed on the level. A flag-man would emerge from the works gate, followed slowly by some ladle wagons being propelled by one of the tank engines. The ladles containing slag were placed on a breaking ground just below Leeds City Junction signal box. There, a tall crane tipped the moulded slag on to steel plates and a large pear-shaped weight was dropped to crush the slag, the pieces then being loaded back into wagons.

Starting at Leeds Central School in the autumn of 1945, my daily routine no longer took me alongside a railway, only over Wellington Bridge between Gott's Field and Montague's Field where any sighting of an engine was a distant one.

A fellow enthusiast, Ken, suggested that instead of wasting time running home for



lunch each day, I should bring sandwiches and join him at City station. Again, the main event was the Newcastle–Liverpool, but I could also see the LMS participants now Scots (both rebuilt and unrebuilt) and rebuilt Patriots, often double-headed.

Soon, visits were being made before school, when a Lees (26F) 2-6-2T in the 56–62 range appeared, and after school for the Darlington running-in turn, often with a B2 or B17 4-6-0, or a new B1.

My next ramblings were to Holbeck shed, where, from the fence opposite the shed yard, I could see some of the engines stabled on the No.2 sidings. I especially remember the ex-LNW 2F 0-6-0 Coal Engines 28104, 28128 and 28202 which I never saw working past Wortley Junction, but which must have come from the north as they were allocated to Barrow.

At the age of 15 Ken started work as a train recorder or booking lad at Wortley Junction box. I visited him on afternoon shifts, soon learning the booking job and also, under the signalman's supervision, the signalling. On hearing of a coming vacancy at the box, I decided to follow suit and started there on my 15th birthday, 3rd August, 1949.

This day was marked by a derailment at Leeds City Junction, which closed all but the Fast lines. To keep traffic moving, Stourton 8F No.48622 and three coaches ran a shuttle

service between City station and Armley Canal Road where it connected with main line trains diverted over the Whitehall Junction–Engine Shed Junction line.

A year later Ken became an engine cleaner at Holbeck and again I followed suit, starting there on Monday, 25th September, 1950. My first day's work was as stores issuer, and I arrived home so clean that I had difficulty in convincing my parents that I had been to Holbeck. This did not last long, of course, and soon I was cleaning engines. A gang of four was detailed to clean an engine, usually a Scot, Jubilee or Black Five, in four hours.

A quick training in 'barring' – replacing the firebars after the fire was dropped – enabled me to cover the regular 'barmen' for days off. This not only gave me labouring rate, same as a man, but I actually got on the footplate. A friendly fireman on stabling duties gave me driving tuition, so I was able to move engines up to ashpit after replacing the firebars. Some needed careful driving because after firedropping the steam pressure would fall rapidly due to cold air passing through the

**The high spot of lunchtime visits to Leeds City was the appearance of a Newcastle to Liverpool express which would change engines there. On 4th August 1962, Farnley Jubilee No.45581 Bihar and Orissa storms a Trans-Pennine train out of the station.**





firebox and boiler. This meant the brakes were less efficient so before moving I had to be certain I could stop. This was especially so with the ex-L&Y 2-4-2Ts which had notorious brakes when not attached to a train. You could pull down the brake handle and nothing would happen for ages.

After passing an examination in safety rules and firemen's duties, cleaners were promoted to 'passed cleaner', i.e. cleaner passed for firing. The first firing turns were on the depot which enabled me to become familiar with everything on the engine and what was required before venturing on to the main line.

Introduction to main line work was via preparation and disposal turns which involved light engine running between Holbeck and City station. Then would come the less onerous main line turns such as station shunt, empty coaches, parcels trains and ballast working, continuing up the scale until I was considered capable of taking any turn on offer.

Those going furthest afield were lodging turns to Glasgow St Enoch, and to London St Pancras by three different routes – Derby, Erewash Valley or Nottingham. Before the war, there were lodging turns to Bristol which, I was told, were the most arduous.

There were freight lodging turns to Birmingham and Carlisle.

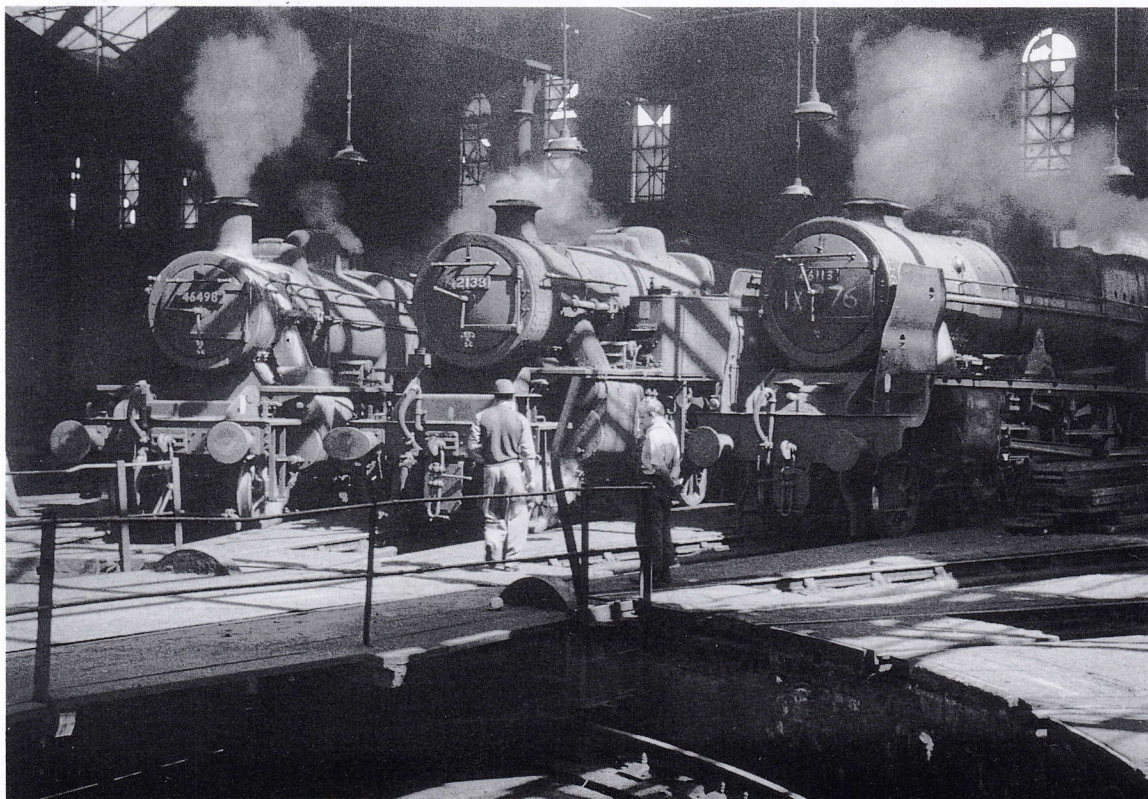
We worked medium distances to Derby and Morecambe, and numerous short turns. The only freight shunting jobs were at Hunslet Lane which required three 3F 0-6-0Ts. In 1945, these would be 7254, 7255 and 7418, but later, 7254/5 were replaced by 7420 and 7436. Days off for boiler washout were covered by Stourton 1F 0-6-0Ts, often with only half a cab, such as 41794 which I had with driver Purvis on 28th May, 1951, my 45th firing turn. If a Stourton 1FT was not available, then any lever reverse engine off Holbeck would be used, though with the demise of the 2F and 3F 0-6-0s there were no lever reverse engines left and the driver had an energetic shift winding the screw reverse on a 64XX 2-6-0 or a 2-6-2T.

The Leeds station passenger shunt was usually the preserve of Stanier 2-6-2Ts until new 41267 came to Holbeck and became the regular for this job.

After two years National Service starting in December, 1952, I returned to the passed cleaner's routine until becoming a fireman in the Carlisle and Birmingham links.

In September, 1959, I left Holbeck for Hull, not returning to Leeds until January, 1968, just in time to see out the last of steam.

**Following a spell at Wortley Junction signal box the author transferred to the smoky depths of Holbeck shed where after starting in the traditional manner as an engine cleaner, he became a fireman. Approaching the turntable in Number One shed on 4th August, 1962, was Royal Scot 4-6-0 No.46113 *Cameronian* while Ivatt Class 2 2-6-0 No.46498 and a Fairburn Class 4 2-6-4T await their next turns of duty.**





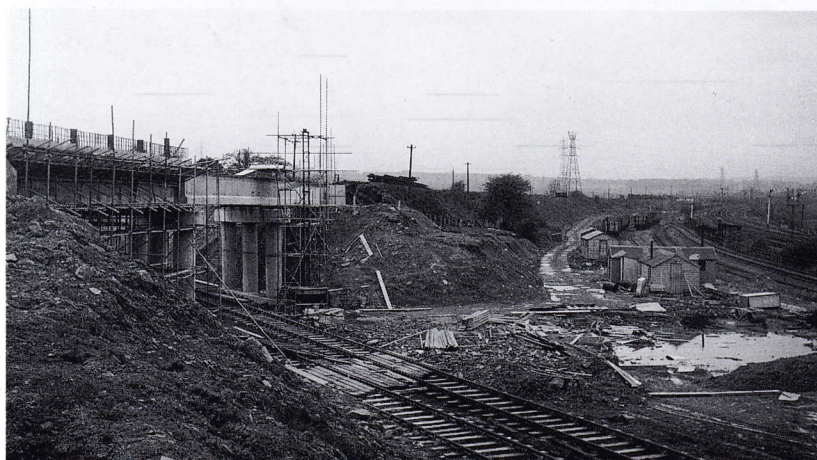
# ALONG THE MIDLAND



Six miles out of Leeds and calling at Woodlesford with the 5.54pm to Sheffield on 31st May, 1962 was Royal Scot 4-6-0 No.46162 *Queen's Westminister Riflemen*. In summer 1957 Woodlesford had four trains to Sheffield, three to Cudworth, six to Knottingley, one to Goole and 10 to Leeds. The goods yard closed on 27th April, 1964 and the station was reduced to an unstaffed halt from 4th January, 1970. Today, all buildings, including the Midland Railway signal box have gone but the milepost proclaiming 190 miles from St Pancras still stands between the staggered platforms.



Centre: Stanier Class 3 2-6-2T No.40193, under the charge of Holbeck driver Bill Shipley, collects empty coaches from the Waterloo Colliery sidings stabling point while on Stubby's Shunt duty in the 1950s. Bottom: The East and West Yorkshire Union Railway left the North Midland main line at Stourton Junction. A new flyover carrying the EWYUR over the arrival tracks to Stourton New Yard is seen during construction on Sunday 20th May, 1962. Stourton was to be one of two main marshalling yards for West Yorkshire, the other being Healey Mills. However, with the decline in traditional wagonload traffic and concentration on block loads, only Healey Mills was required so the construction of Stourton New Yard was cancelled and the Freightliner terminal built instead.







**Above: Class 8F 2-8-0 No.48664 brings a through freight into Stourton No.1 Down Goods on 1st August 1961. Stourton Up Sidings box can just be glimpsed behind the first wagon and Stourton Junction box on the extreme right.**

**Below: With Stourton wagon shops in the background, on the far side of the North Midland main line, ex-LMS 4F 0-6-0 No.44443 has just arrived on shed after being relieved of the Barrow Babies empty coke wagon train on 1st August, 1961.**







A general view of Stourton shed, which was coded 20B until being transferred from the London Midland Region to the North Eastern Region in 1956 when it became 55B. The yard was well filled with typical Stourton engines on 20th May, 1962, when from the left, were a line-up of 4F 0-6-0s, a contingent of 350hp diesel shunters and a Crab 2-6-0 keeping the coaling stage stocked up. The roundhouse shed was in the background, to the left of the coaling stage.

## LOCOMOTIVES ALLOCATED TO STOURTON

### September, 1950

Johnson 1F 0-6-0T: 41666/739/94/838/59/69/90; Johnson 3F 0-6-0: 43267/3392/449/56/76/579/678/81/705/37; Deeley 3F 0-6-0: 43781; Fowler Midland 4F 0-6-0: 43851/2/71/8/963/87/9/44020; Fowler LMS 4F 0-6-0: 44094/153/245/467; Johnson 3F 0-6-0T: 47249; Fowler 3F 0-6-0T: 47271/443/63/538/89/640; 8F 2-8-0: 48123/276/7/311/622/41/52/703; Johnson 2F 0-6-0: 58136/212/45. Total 48

### July, 1962

Ivatt 4MT 2-6-0: 43038/44; Fowler Midland 4F 0-6-0: 43871/931/68/87/44003; Fowler LMS 4F 0-6-0: 44028/44/94/153/207/38/335/68/467/570/84/6; 8F 2-8-0: 48075/80/4/126/60/274/311/52/94/622/41/52/702/3/21; BR 350hp 0-6-0 diesel: D3294-7/454/654/5. Total 41.

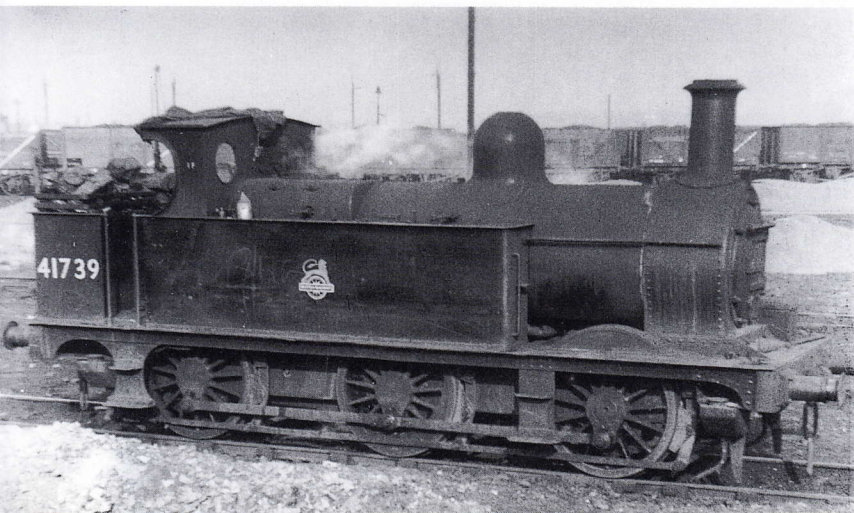
## LOCOMOTIVES ON STOURTON SHED: 7TH MAY, 1950

7F 0-8-0: 22945; 1F 0-6-0T: 41666/1794/1838/59/69/90; Crab 2-6-0: 42851; 3F 0-6-0: 43173/267/3392/3449/56/579/662/81/737; 4F 0-6-0: 43852/71/78/3904/31/44/89/4020/153/547; 3F 0-6-0T: 47249/71/443/63/538/89/640; 8F 2-8-0: 48080/311/547/612/19/52; 2F 0-6-0: 58212.



Below: Stourton looking south from Wakefield Road bridge on 20th May, 1962. From left are the wagon shops and sidings, No.2 Up Goods line, No.1 Up Goods line, the Up Main, Down Main, No.1 Down Goods, No.2 Down Goods, Down Sidings, motive power depot and Wakefield Road signal box. The Up yard, which dealt with general freight traffic, is beyond the wagon shops and the Down yard, which exclusively handled coal traffic, is beyond the signal gantry.

Right: The A61 Wakefield Road bridge and signal box looking towards Leeds on 20th May, 1962. The bridge has since been replaced by a concrete structure.



Left: Half-cab Midland Railway Class 1F 0-6-0T No.41739 on the ashpit at Stourton shed on 28th February, 1951. The author fired this locomotive on No.2 shunt while he was on loan to Stourton on 19th January, 1952.









**Above: Ivatt Class 4 2-6-0 No.43044 photographed from Hunslet South Junction signal box while passing Hunslet station with a pick-up goods for Stourton on 29th August, 1961.**  
**Below: Midland Railway 3F 0-6-0s were once a familiar sight around Leeds but nearly all of them had gone by the 1960s. Complete with unofficial lining on its splashers, No.43586 of Bradford Manningham shed was photographed at Hunslet station on 29th August, 1961.**

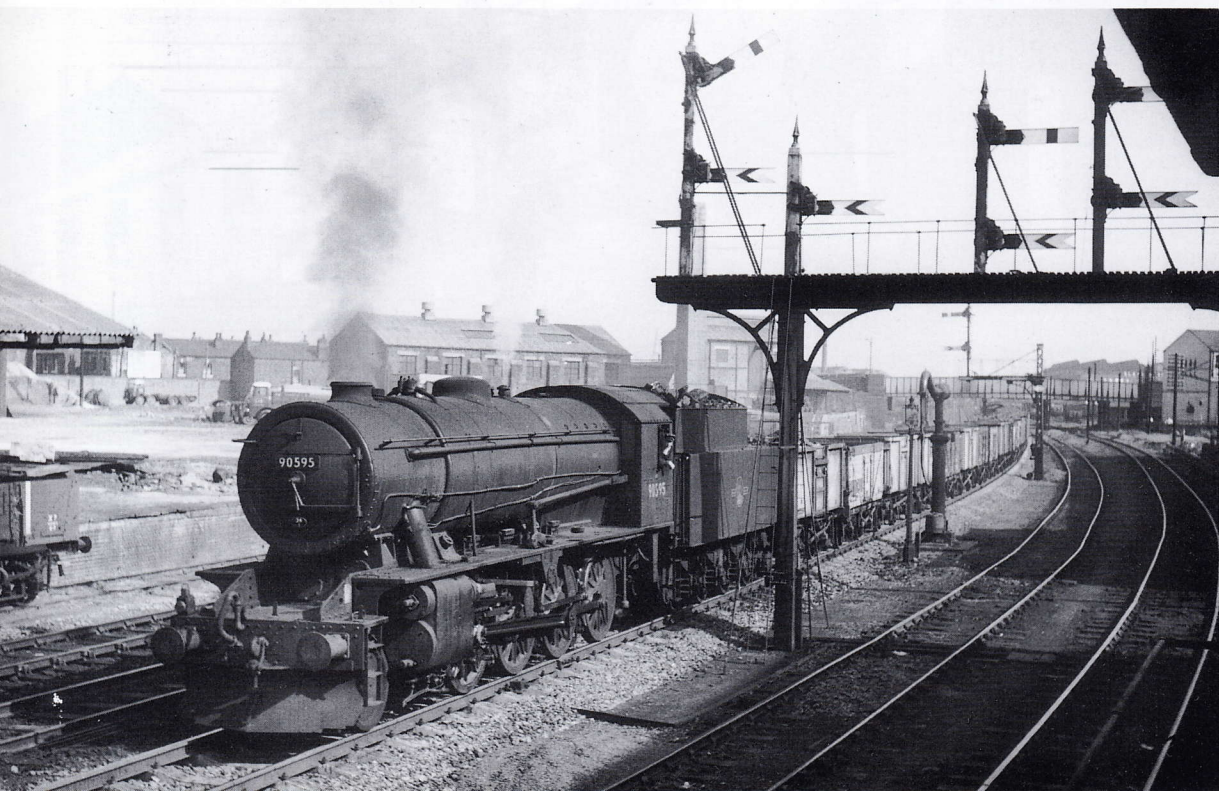






**Above:** No.43586 again, this time taking water at Hunslet station. Opened in 1873 to replace an earlier station, Hunslet finally closed on 13th June, 1960. In summer, 1957 it saw weekday departures for Sheffield at 6.44am and 8.25am, and 1.20pm; for Cudworth at 5.30pm and 6.26pm; for Knottingley at 9.3am and 12.10pm, 4.8pm, 5.40pm and 8.33pm; and for Leeds City at 7.7am, 7.27am, 8.8am, 8.25 am and 10.33am, 2.53pm, 5.25pm, 5.46pm and 7.15pm.

**Below:** Heading a Down coal train from Stourton between Hunslet sidings and Hunslet station on 29th August, 1961 is Lancaster Green Ayre's WD 2-8-0 No.90595. Viewed from Hunslet South box looking south, the Laporte chemical works loading dock is on the left and the connection to the Middleton Railway in the right distance.





**Top:** One of the few preserved railways operating a revenue-earning freight service for industrial customers, the Middleton Railway still retains a connection with BR at Balm Road, between Hunslet South Junction and Hunslet Down Yard. In this September 1962 view, 4F 0-6-0 No.44467 was passing by on the main line as a trio of wagons awaited collection by one of the Middleton's preserved locomotives.



**Centre:** On Saturday 22nd May, 1965, WD 2-8-0 No.90056 draws its loaded train from Broom Colliery, passes New Pit and heads slowly up the spur which connected the Middleton Railway to the Great Northern Beeston Junction-Hunslet East goods branch at Parkside Junction. The trackbed of the 1758 Middleton Railway, which had been severed from the colliery by this time, can be seen running from behind the locomotive tender towards the bridge which took it beneath the GN line. Further in the background, curving away up the hillside, is the course of the old Leeds Corporation tram route to Middleton Woods.



**Bottom:** Treading a historic path indeed while on its way to collect the load in the above picture, No. 90056 propels a brakevan along the world's first railway and into the colliery yard at Middleton Broom Pit. (All Brian Myland)





Originally the terminus of the North Midland Railway complete with passenger station and engine shed, the vast Hunslet Lane yard survived for 120 years, ceasing to operate as a general freight terminal on 3rd January, 1972.

Above: Viewed from the yard's own signal box on 9th May, 1963 are, from the left: the old NMR engine house, the pit and water column used by the yard pilots, the bonded store, overhead crane, main goods warehouse, and general sidings which throughout the yard totalled around 40. Private sidings sprouted off to the John Fowler's steam plough and engine works on the right and to the Meadow Lane gas works on the left. So busy was Hunslet Lane that several locomotives can be seen, including two of Holbeck's 204hp diesel shunters and a pair of Stourton 4Fs waiting to collect their trains.

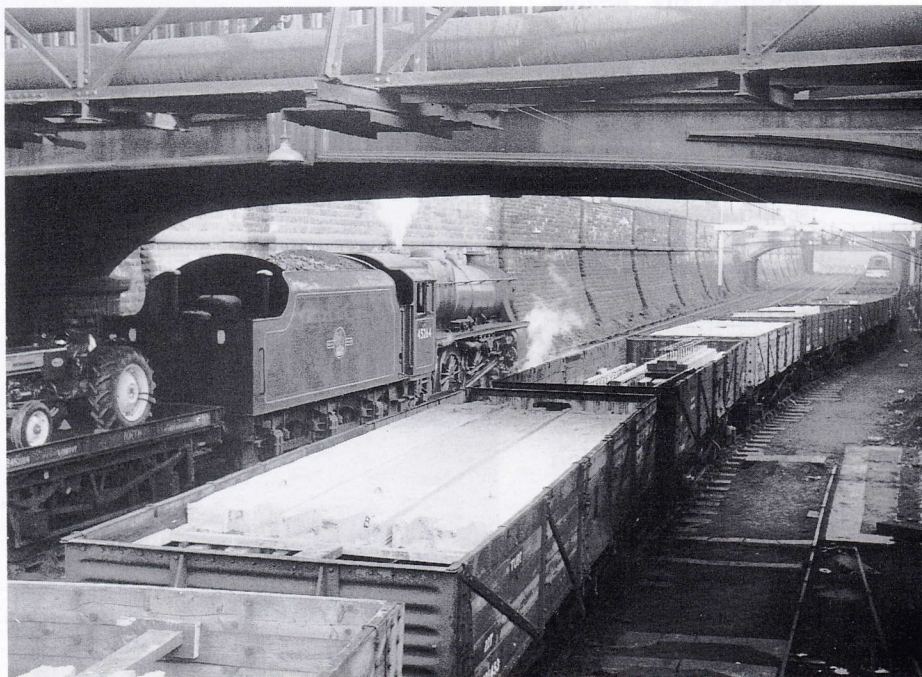
Below: The wide variety of commodities handled at Hunslet Lane can be appreciated as Black Five 4-6-0 No.45264 starts the London Fitted while passing a load of pre-cast concrete sections.

Right: Reaching the main line at Hunslet Goods Junction. All track to Hunslet Lane has since been abandoned and the goods yard redeveloped as a retail park, but the Hunslet Engine company's siding, once disused, was reinstated in 1991 with a double track headshunt crossing the site of the junction.



## HUNSLET LANE GOODS BRANCH (1968)

<i>Max speed on main lines:</i>	15mph
<i>Signal boxes:</i>	Hunslet Goods Junction Hunslet Goods Yard (0m 555yds)
<i>Signalling:</i>	No block
<i>Additional lines:</i>	Wallside arrival line Wallside departure line







The 1968 Eastern Region (NE) Sectional Appendix stated that steam locomotives were permitted to assist departing freight trains over the Main and Wall Side departure lines between Hunslet Goods Yard and Hunslet Goods Junction. This was on condition that locomotives assising from the rear were not coupled to the train.



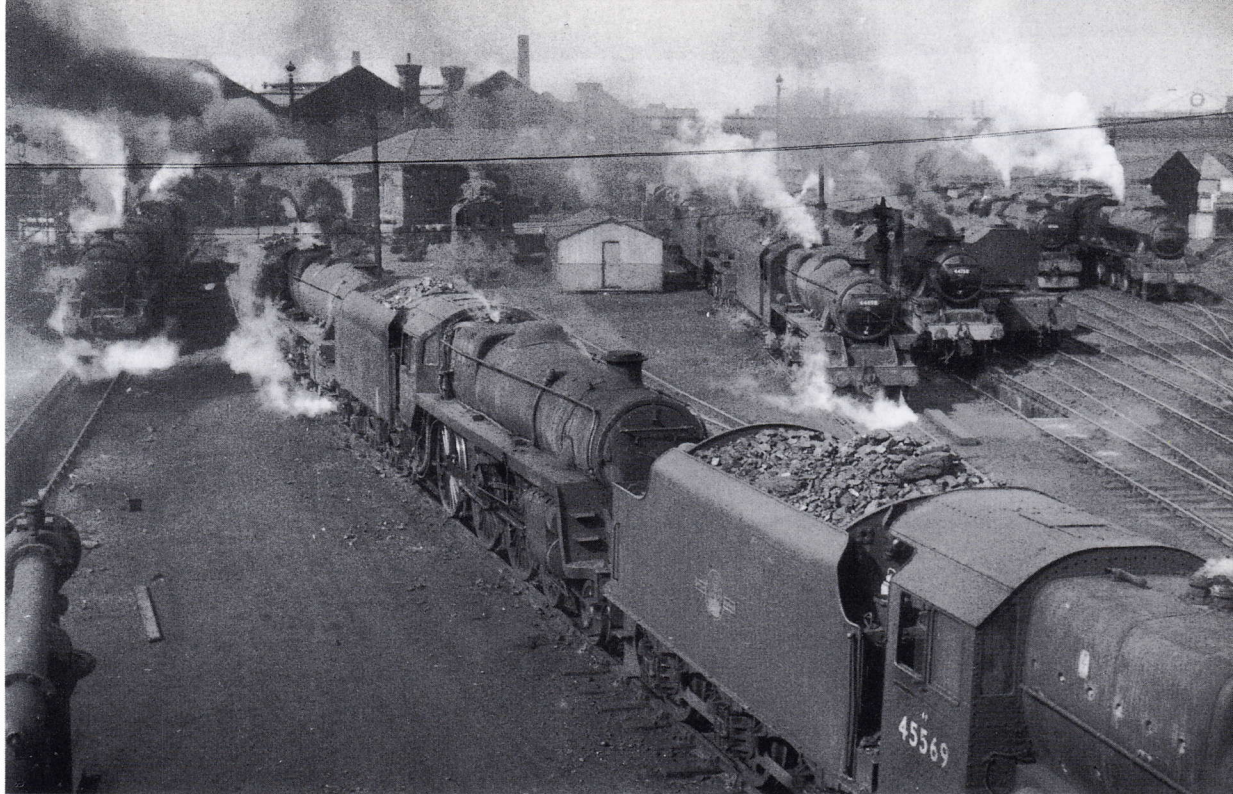


**Above:** Engine Shed Junction took its name from the adjacent Holbeck motive power depot which was coded 20A under the London Midland Region and 55A from 1956 when it became top shed of the North Eastern Region's newly-formed Leeds District. Passing the junction, the signal box and Holbeck's massive twin coaling plant on 23rd March, 1963 while shunting a short engineer's train was snowplough-fitted 8F 2-8-0 No.48157.

**Below:** Lined up in the yard at Holbeck on the same day were, from left: **Black Five** 4-6-0 No.44898, Jubilee No.45605 *Cyprus*, Timken roller bearing-fitted **Black Five** No.44758, the depot's 45-ton steam crane, Jubilee No.45608 *Gibraltar*, Fowler Class 4 2-6-4T No.42409 and Jubilee No.45632 *Tonga*.







How today's steam enthusiasts (if not the environmentalists) must yearn for a sight like this! Rows of smoking engines line up in the yard at Holbeck on 23rd March, 1963. Present are 8F 2-8-0 No.48157, Black Five 4-6-0 No.44983, Jubilee 4-6-0 No.45569 *Tasmania*, BR Standard Class 5 4-6-0 No.73158, Black Five 4-6-0s Nos.44854, 44849, 44857 and 44898, Jubilee No.45605 *Cyprus*, BR Standard Class 4-6-2 No.72008 *Clan Macleod*, Black Five 4-6-0s Nos.44758 and 44810, Jubilees Nos.45588 *Kashmir* and 45608 *Gibraltar*, Ivatt Class 2 2-6-2T No.41267, Black Five No.45364, Fowler Class 4 2-6-4T No.42409, Jubilee No.45632 *Tonga* and 8F 2-8-0 No.48612 – a real spotters' paradise if ever there was one.

## LOCOMOTIVES ON HOLBECK SHED: 7TH MAY, 1950

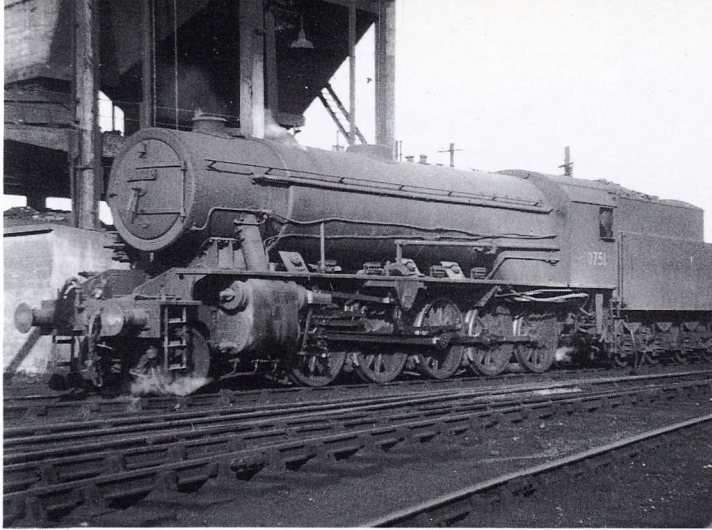
Class 3 2-6-2T: 40090/169; 2P 4-4-0: 40323/26/51/562; 3P 4-4-0: 40743; Compound 4-4-0: 41004/40/68/87/1137; 1F 0-6-0T: 1745; Crab 2-6-0: 42795/98/810/95; Class 4 2-6-0: 43016/30/39; 3F 0-6-0: 43665/749; 4F 0-6-0: 43955/63/96/4041/44/207/304/404/57/511/84/90; Black Five 4-6-0: 44658/62/754/55/56/814/20/49/57/82/943/5040/81/5253/72; Jubilee 4-6-0: 45557 *New Brunswick*/45566 *Queensland*/45568 *Western Australia*/45570 *New Zealand*/45572 *Eire*/45587 *Baroda*/45589 *Gwalior*/45604 *Ceylon*/45619 *Nigeria*/45626 *Seychelles*/45690 *Leander*; Royal Scot 4-6-0: 46117 *Welsh Guardsman*; 3F 0-6-0T: 47254/418/20/555; 8F 2-8-0: 48067/126/48/669; 2P 2-4-2T: 50689; 3F 0-6-0: 52089; 1P 0-4-4T: 58060.

## LOCOMOTIVES ALLOCATED TO HOLBECK

July, 1962

Ivatt 2MT 2-6-2T: 41267; Fairburn 4MT 2-6-4T: 42052/138; Fowler 4MT 2-6-4T: 42408/9; 5P5F 2-6-0: 42771/98; Ivatt 4MT 2-6-0: 43039/43/117/24/30; 5MT 4-6-0: 44662/824/6/8/49/52/3/4/7/943/83; 6P 4-6-0: 45562 *Alberta*/45564 *New South Wales*/45566 *Queensland*/45568 *Western Australia*/45569 *Tasmania*/45573 *Newfoundland*/45589 *Gwalior*/45605 *Cyprus*/45608 *Gibraltar*/45639 *Raleigh*/45658 *Keyes*/45659 *Drake*/45675 *Hardy*/45739 *Ulster*; 7P 4-6-0: 46109 *Royal Engineer*/46113 *Cameronian*/46117 *Welsh Guardsman*/46130 *The West Yorkshire Regiment*/46145 *The Duke of Wellington's Regt. (West Riding)*; Ivatt 2MT 2-6-0: 46493/8; 8F 2-8-0: 48104/57/8/283/399/454; A3 4-6-2: 60038 *Firdaussi*; BR 7MT 4-6-2: 70044 *Earl Haigh*/70053 *Moray Firth*/70054 *Dornoch Firth*; BR 5MT 4-6-0: 73166/70/1; Drewry 204hp 0-6-0 diesel: D2267/71-3. Total 61.

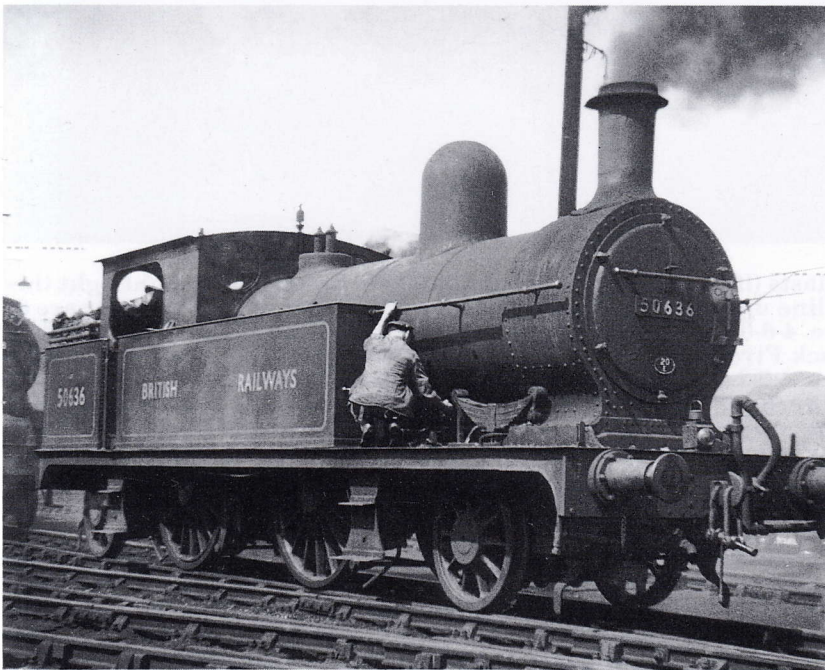




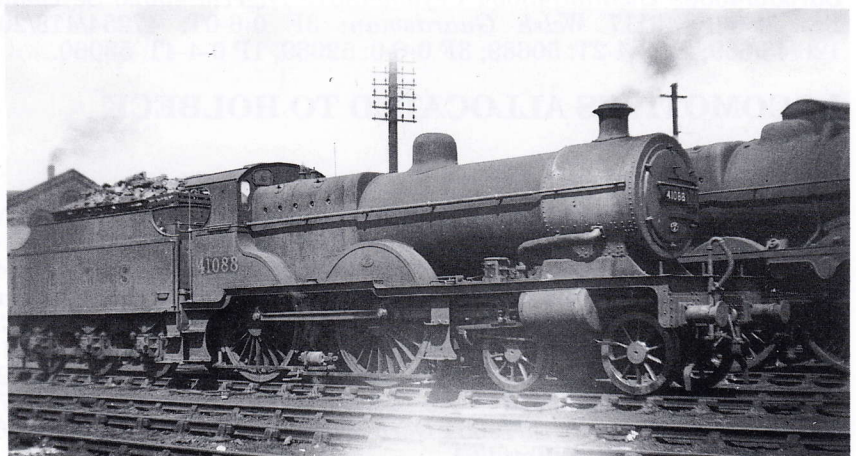
**Top Left:** A rare visitor on 17th April, 1952 was Carlisle Kingmoor WD 2-10-0 No.90751, resting next to the coaling plant.

**Top Right:** Dominating the shed yard was the huge two-road coaling plant built by the LMS in 1935 to replace the original ramped coal stage. It is seen accompanied by classic road and rail power on 4th January, 1965.

**Left:** Ex-Lancashire and Yorkshire Railway 2-4-2T No.50636 is prepared for local passenger duty in the summer of 1951.



**Right:** Still wearing the LMS legend on its tender on 15th July, 1951 is Derby-based Compound 4-4-0 No.41088.







**Above:** Fowler 2-6-4T No.42377 pauses at Leeds City Junction, facing the Whitehall Junction direction, while working the station shunt on 20th March, 1961. A sister locomotive fitted with a side window cab is approaching by the LNWR viaduct line on the right.

**Below:** There was trouble in the Monk Bridge foundry exchange sidings alongside the Engine Shed Junction-Whitehall Junction spur when 8F 2-8-0 No.48067 became derailed while shunting ballast wagons on 4th February, 1961. Ivatt Class 2 2-6-0 No.46498 is attempting to provide assistance. Just visible behind the two locomotives is a small shed which housed the engineer's inspection saloon.







**Whitehall Junction, where the original LNWR line from Huddersfield, the Midland line from Bradford and Skipton, and the lines from Engine Shed Junction and City station all meet, presented a fascinating sight in the early 1960s.**

**Above: Jubilee 4-6-0 No.45587 *Baroda* and a DMU run neck and neck on their way into Leeds on 4th August, 1962.**

**Below: Crossing Whitehall Junction with the 2.53pm Leeds to Heysham parcels on 15th August, 1961 is BR Standard Class 4 2-6-0 No.76051.**





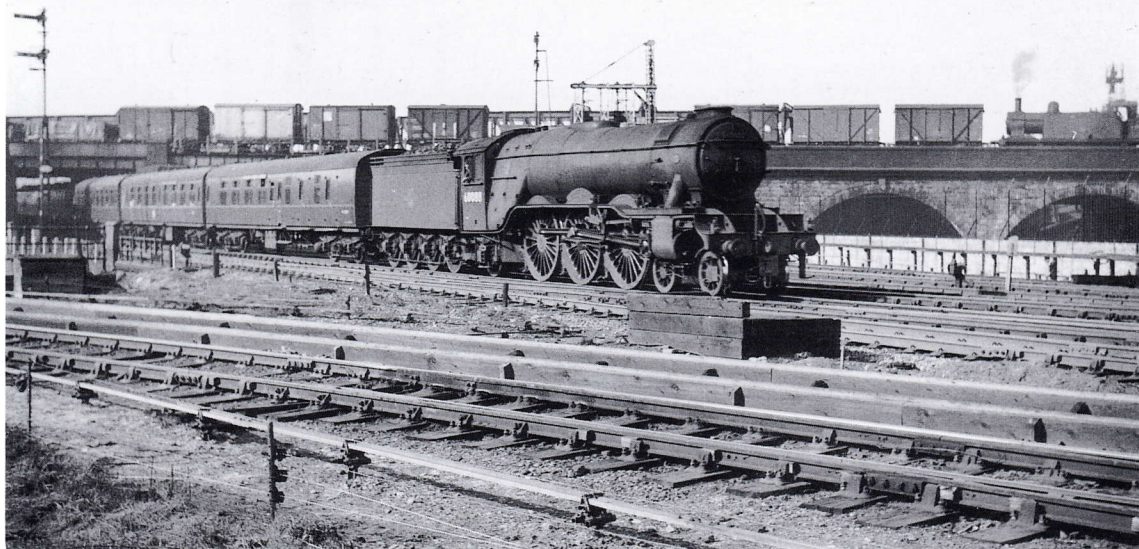


**Above:** 8F 2-8-0 No.48721 brings a load of empty mineral wagons past Whitehall Junction signal box on 15th August, 1961. Immediately behind it is the bridge carrying the approach to Leeds Central.

**Below:** Coming the other way, off the spur from Engine Shed Junction, with a delightfully mixed goods was very grubby Jubilee No.45724 *Warspite*. The train, consisting of just 20 wagons, was the 3.20pm Fitted to Carlisle. The former LNWR Whitehall Road goods yard, still in existence but disused at the time of going to press, is on the right.







**Above:** One of the A3s much appreciated by the ex-LMS Holbeck men, No.60088 *Book Law*, wheels the Up 'Thames-Clyde Express' through Whitehall Junction on 20th March, 1961 while a Farnley Jinty 0-6-0T draws a trip freight over the viaduct into Wellington Street High Level goods depot. Although the spans over the Midland line were removed following the closure of Central station, the masonry arches to the right of the A3 survive, disused, to this day.

**Below:** It is hard to believe nowadays that there was ever a station at Holbeck with both high and low level platforms. Both levels were known as just Holbeck until 1st March, 1951, when the Great Northern platforms on the girder bridge were christened High Level and the Midland-North Eastern joint (opened 1862 to replace separate Midland and NE stations) became Low Level. They all closed on 7th July, 1958 and by 6th June, 1962 when Black Five 4-6-0 No.44854 was caught in full flight, this platform between the Up Slow and Down Fast had been cleared of buildings and the shorter one between the fast lines removed altogether.

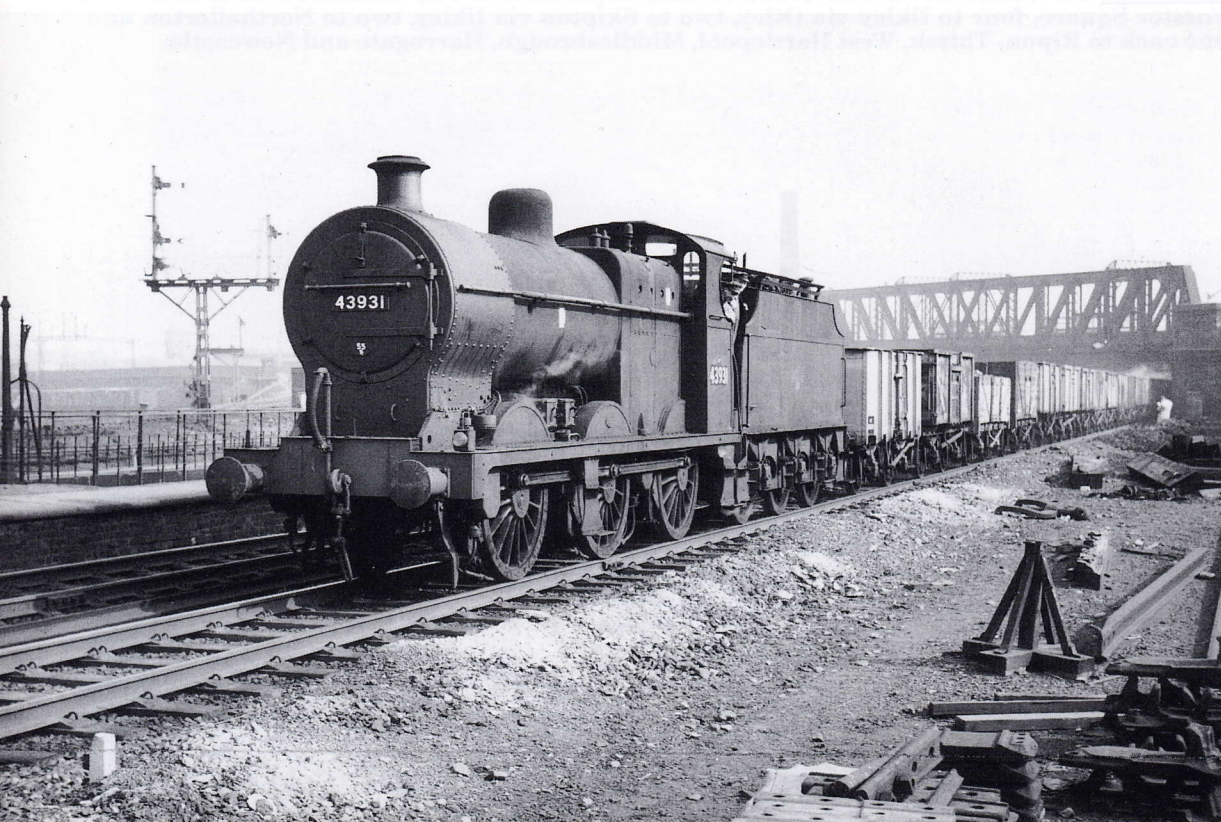
In summer 1957, Holbeck Low Level saw 11 daily departures to City station, seven to Bradford Forster Square, four to Ilkley via Otley, two to Skipton via Ilkley, two to Northallerton and one each to Ripon, Thirsk, West Hartlepool, Middlesbrough, Harrogate and Newcastle.







**Above:** WD 2-8-0 No.90595 trundles an empty mineral train through the closed Holbeck Low Level and along the Up slow line on 20th March, 1961. **On the left** are the gas works inward sidings, Armley Road coal drops are in the centre background, Geldard signal box above the locomotive and one of the NER's old Holbeck roundhouses on the right.  
**Below:** Ex-Midland Railway 4F 0-6-0 No.43931 is approaching its destination with coal for Wortley gas works as it passes through Holbeck Low Level on the same day.





# SHORT MEMORIES

**19.9.58:** Ex-LNWR 7F 0-8-0 No.49158 of Stafford shed works the 6.30pm Neville Hill-Red Bank empty stock train as far as Sowerby Bridge.

**December, 1958:** Britannia pacific No.70044 *Earl Haig* transferred to Holbeck in exchange for Royal Scot No.46108 *Seaforth Highlander* and works the 'Thames-Clyde Express' on 14.12.58.

**Spring 1959:** The British Transport Commission reports a 400% increase in receipts and 263% increase in passengers (to 740,000) in the first full year since the introduction of a new Leeds-Barnsley diesel service in March, 1958.

**Early 1960:** Class A3 pacific Nos.60038 *Firdaussi* and 60077 *The White Knight* transferred to Holbeck for working Settle and Carlisle line trains. Nos.60081/2/8 and 92 follow from Heaton (Newcastle) in May.

**20.6.60:** The Middleton Railway operates its first goods train in preservation. Over the following 10 years it moves more than 61,000 tons for local industry, mainly steel and scrap metal.

**Easter Monday 1961:** Neville Hill short of power to work no less than 30 extra trains following a recent reduction in its steam allocation. B1 4-6-0s are drafted in from York, Darlington and Thornaby, V2 2-6-2s from York and Thornaby, A2/3 4-6-2 No.60518 *Tehran* from York, Standard 4-6-0s Nos.73164/5 from Huddersfield and 2-6-0 No.43039 from Holbeck.



**Above:** A Black Five 4-6-0 makes a thunderous departure from Leeds past Wortley gas sidings. There are still four tracks at this point today, but the railway nevertheless looks very thin on the ground compared with this early 1960s view.

**Below:** Travelling in the opposite direction on 22nd October, 1951 with the Wortley North Eastern signal box in the background, is double-chimneyed Ivatt Class 4 2-6-0 No.43016, a notoriously bad steamer. The engine is being fired downhill at a spot where the fireman would normally be running the fire down ready for dropping at Holbeck.







The original Midland Railway buildings at Armley Canal Road (top) situated on the road overbridge, on the north side of the line, became the goods office when the LMS opened new buildings on the south side. Goods facilities were withdrawn in December, 1963 but both sets of buildings survive. The later building (centre) has been restored to its railway appearance by the telecommunications firm which now occupies it. (Stephen Chapman)

Canal Road was in the summer of 1957 served by a remarkable selection of trains. Besides 13 weekday trains to Leeds City from either Bradford Forster Square or Ilkley, five to Forster Square and eight to Ilkley (four of which went on to Skipton via Bolton Abbey), there were departures to Newcastle at 7.17am, Derby at 6.44pm, Bristol at 9.26am and London St Pancras at 9.54pm.

It closed to passengers on 22nd March, 1965 and the three platforms were well disused by the time 4-6-0 No.45593 *Kolhapur*, one of the last surviving Jubilees, was seen passing (below) with a Leeds-Glasgow express on 21st August, 1967. (Brian Myland)





# THE NORTH EASTERN



**Above: Pride of the North Eastern lines from Leeds were the Pullman trains which took the Leeds Northern route to and from Harrogate and Scotland. Passing Armley Bridge sidings on its way into Leeds with the Harrogate portion of the 'Yorkshire Pullman' is BR Standard 2-6-4T No.80118 of Neville Hill shed. (*E. Sanderson*). Today, the 'Yorkshire Pullman' is the premier express from Leeds. Back in the late 1950s it was one of several premier expresses. The overbridge in the background carried a private siding which ran round from Armley Midland sidings to the Leeds Forge engineering works which was also connected to the sidings on the right.**

**Below: No.80117, on the same duty on 6th August, 1961 climbs up from Geldard Junction towards Leeds Central, passing the old Leeds and Thirsk roundhouse on the right.**







Above: Also reaching Leeds via the North Eastern was the romantically-named 'Queen of Scots' Pullman which ran between Kings Cross and Glasgow Queen Street via Harrogate and Newcastle. The memorable 3,300hp Deltic diesels took over many East Coast main line services from the early 1960s and were a familiar sight on such trains into Leeds until their demise at the end of 1981. Here No.D9002 *King's Own Yorkshire Light Infantry* races the northbound 'Queen of Scots' through Headingley on 6th June, 1964. (D. Butterfield/N.E. Stead collection)

Mr. Frank Edwards, who spent more than 40 years on the North Eastern system based at City station, started as a lampman, responsible for looking after signal lamps. He also worked in the permanent way renewals department, as a guard and finally became senior ticket inspector to the Leeds area.

"I used to clean the lamps, fill them with paraffin and climb 30 to 40ft to put them on the signals.

An inspector came round with white gloves on and ran his hand round the inside of the lenses to make sure they were properly cleaned. Woe betide the lampman if the inspector's gloves went black.

"As a guard I worked the 'Queen of Scots' from Harrogate into Central from where I walked to City for my next job.

"There was a lot of hustle and bustle in those days with passengers transferring between the stations. Wellington Street was always busy with taxis and people coming and going with their luggage.

"On local trains I collected up the cash from the small stations and took it to Leeds. It was given to me in wooden boxes by the station staff and I had to sign for it. At Leeds I handed the boxes to the clerk responsible who also had to sign for them. That was all the security needed then."

"When the stations were combined, drivers and guards all had to learn each other's routes. Before that we stuck to our own systems which had been slow to integrate since nationalisation.

"Marsh line was a hive of activity. Beneath the arches were warehouses where merchants ripened bananas which arrived in yellow spot vans from Hull and Liverpool docks.

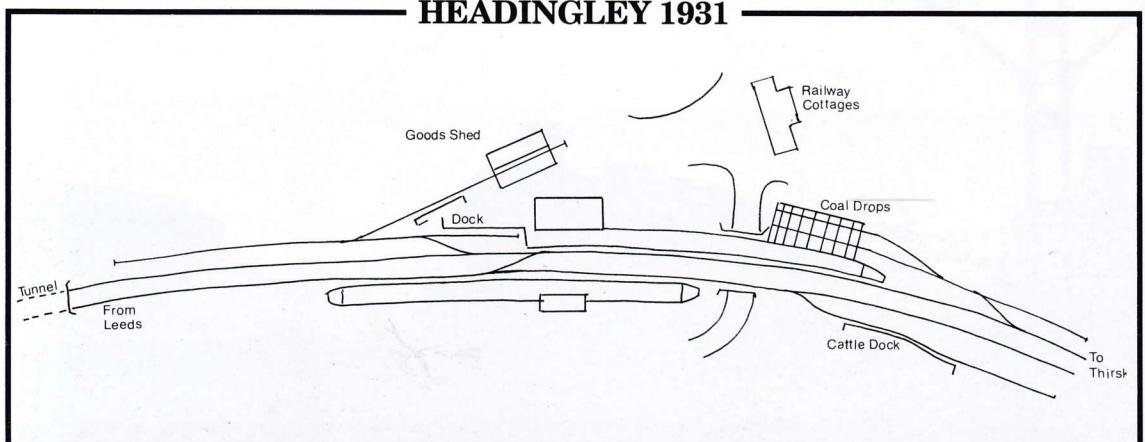
"City station was a busy place for sorting locally-farmed rhubarb and in the season we sent several trainloads a day to Covent Garden.

"We also sorted fish, often in open trays and anyone on the night gang doing this work went home smelling to high heaven."

In Summer, 1957, Headingley was served by seven weekday trains to Leeds City, six to Central, five to Bradford Exchange via Central, six to Harrogate, three to Ilkley via Otley and one each to Knaresborough, Ripon, Northallerton and West Hartlepool.

The goods yard there was reduced to a coal depot from 18th October, 1960 and closed on 30th September, 1963. Unstaffed since June, 1969, Headingley is today served by frequent trains to Leeds City, Harrogate and York.

## HEADINGLEY 1931







Ex-LMS 0-6-0T No.47570 has brought its train from Wellington Street High Level (LNWR/L&Y) goods station via a reversal at Geldard, and is now propelling it down one of the four tracks to the low level goods yard. The layout illustrates the amount of goods traffic catered for in times past. The passenger lines to Central station are on the viaduct in the right background, as is Leeds 'B' signal box. Behind the train is the third Holbeck roundhouse, added by the NER in 1873 and which was still standing as late as 1972 but since demolished. When the picture was taken on 20th March, 1961, it was in the hands of engineers Thos. Marshall and Son, as were the other sheds on the site. Today, the surviving roundhouses are still in industrial use but are no longer rail-connected. They can be viewed at close quarters from Wellington Road.

Below: The movement of trains between Wellington Street Low Level goods station and the Doncaster and Huddersfield lines involved some complicated manoeuvres. On 6th June, 1962, A1 4-6-2 No.60157 *Great Eastern* had reversed at Geldard after leaving the low level yard and was pushing its train up the curve past Geldard box toward 'B' box where it would make another reversal to reach the Doncaster line.







Left: The unusual signal box at Marsh Lane which gave the signalman a good all-round view of both the main lines and the goods yard.

Below: A classic NER scene in Marsh Lane cutting as the 7ft 1in driving wheels on one of Wilson Worsdell's graceful Q Class 4-4-0s, No.1873, gather pace with a 1930s express to York or Hull. (*E. Sanderson*). The cutting, which passes through Richmond Hill, included a 700-yard tunnel until it was opened out in the 1890s to accommodate extra tracks.





Right: Farnley Crab 2-6-0 No.42713 moves its lengthy transfer goods for Copley Hill out of Neville Hill Up yard on 6th June, 1962. Neville Hill West signal box is to the right of the train. Centre: A dull 13th August, 1960 provided a good test for the author's first picture with his Kodak Retinette 1B camera as B16/1 4-6-0 No. 61428 clattered the 8.50 Stalybridge-Scarborough Lonsborough Road over the junction with the 1 mile 92 yard branch to Hunslet East.

Bottom: After the Middleton, the most extensive of several colliery railways around Leeds was that serving Waterloo Main Colliery, which used steam until November, 1968. Here, on 9th October, 1963 with Skelton Grange power station the backdrop, NCB Austerity 0-6-0ST Jess, banked by another Austerity at the rear, hauls its loaded train up towards the exchange sidings with BR at Neville Hill. (Brian Myland)







A spectacular view of the main Neville Hill roundhouse during re-roofing and modernisation in 1958. Engine classes on open display around the two remaining turntables include V2 2-6-2s, an A3 4-6-2, J39 0-6-0, J21 0-6-0 and G5 0-4-4T. Above the shed can just be seen the roof of Neville Hill carriage sheds and the spoil heap of Osmondthorpe Colliery. (by courtesy of British Rail)



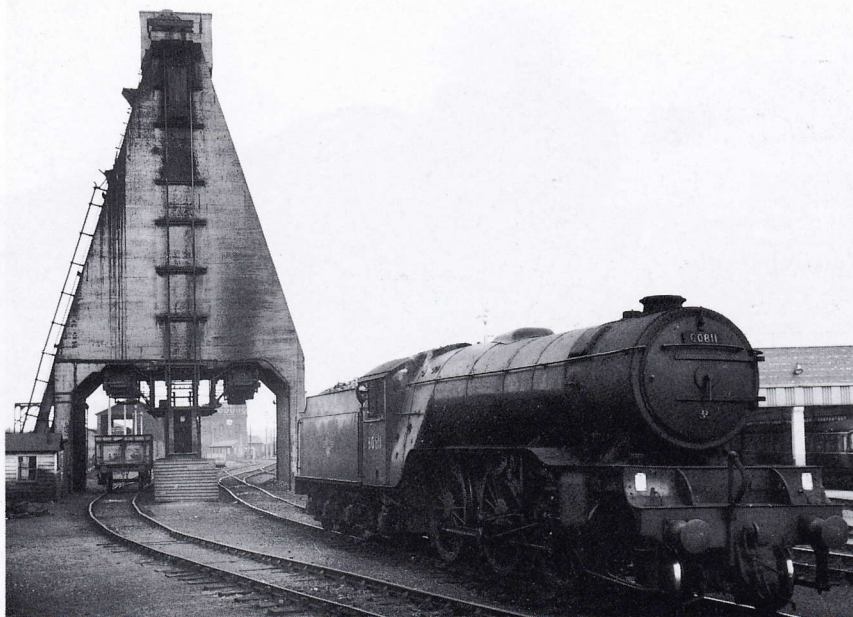
Right: Neville Hill shed yard looking east on 9th March, 1963. Steam has already been pushed to one side and the only journey the engines in the centre will be making is to the scrapyard. The original coaling stage is on the left, to the right of it is the ash pit and behind that the water tower. The new diesel shed, opened in May, 1960 is on the right.



Left: Royal Scots Nos.46117 *Welsh Guardsman*, 46161 *King's Own* and 46113 *Cameronian*, and J39 0-6-0s Nos.64933 and 64934, are among engines stored in the yard at Neville Hill, viewed from the old coaling stage, on 9th March, 1963.



Right: Class V2 2-6-2 No.60811 backs under the 1930s mechanical coaling plant at Neville Hill on 9th July, 1961. In the diesel depot on the right is one of the Trans-Pennine Inter-City diesel sets, allocated to the Leeds shed from 1960 because it had an engine drop pit, an essential maintenance facility which their eventual home, Hull Botanic Gardens, was not at first equipped with.







**Above: The famous 'North Briton' which ran from City station to Glasgow Queen Street via York is seen gathering speed behind an A3 pacific on 15th August, 1960. Neville Hill Up yard is on the left and the Down yard and motive power depot on the right.**

**Below: Another time-honoured train, which survived until the end of newspaper traffic on British Rail in 1988, was the Newcastle-Manchester Red Bank empty news vans, always guaranteed to produce an interesting locomotive pairing. B1 4-6-0 No.61069 and a Black Five pause for water at Neville Hill Up yard in August 1960.**





Right: The timber halt at Osmondthorpe had been closed just three months when A2/3 4-6-2 No.60522 *Straight Deal* was photographed coasting towards Leeds with the 9.55am Newcastle to Liverpool express on 6th June, 1960. (R.W. Anderson)

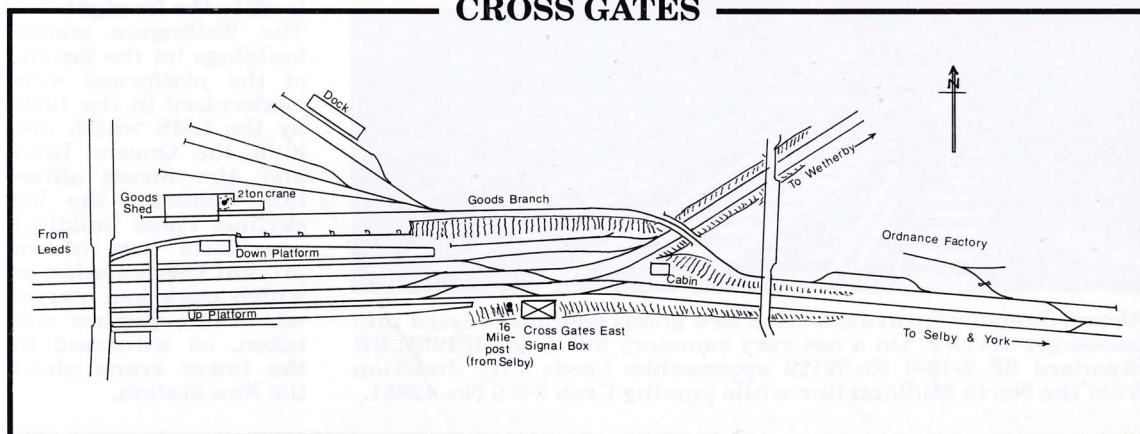


Centre: Fowler Class 4 2-6-4T No.42409 passes Cross Gates with a special working in the early 1960s. (N.E. Stead collection). In summer 1957 this station enjoyed a service of 26 regular weekday trains to Leeds City, six to York, six to Hull, four to Selby and one each to Tadcaster, Harrogate, Scholes, Boston Spa, Newcastle, Micklefield, Church Fenton and Filey Holiday Camp via Market Weighton.



Before long the Wetherby branch, which diverged to the right, was to disappear, as were the fast lines through the station and, by the end of the decade, the platform canopies. The goods depot, visible on the bank above the station was closed on 1st June, 1964.

## CROSS GATES







# LEEDS CITY



Above: Summer Saturdays often saw goods engines pressed into passenger service. On a not very summery 6th August, 1961, BR Standard 9F 2-10-0 No. 92116 approaches Leeds City Junction from the North Midland line while passing Crab 2-6-0 No. 42851.

Above: A panoramic view of the west end of City station taken from the top of the water tower on 23rd April, 1962.

The former Midland Railway Wellington station with its canopied platforms is on the left and the more imposing NER/LNWR New station with its triple-arched roof is on the right. The North side motive power area which provided watering, turning and fire cleaning facilities is beneath the photographer at the bottom of the picture. The South side motive power area is off to the far right.

The Wellington station buildings (at the far end of the platforms) were modernised in the 1930s by the LMS which also built the Queens Hotel and Aire Street offices that dominate the left skyline. These buildings now form part of the present Leeds station on which work had started when this picture was taken, as witnessed by the tower crane above the New station.





Below: Classic LMS passenger power was a regular sight at Leeds City. On 21st March, 1961, Jubilee 4-6-0 No.45739 *Ulster* eases a Western Region-bound express away from the Wellington or North side terminus past rebuilt Patriot No.45522 *Prestatyn*.







Over three weeks during April/May, 1961 engineers took possession of the old LNWR tracks from Leeds City to the viaduct line so that the bridge carrying them over the Leeds and Liverpool Canal could be reconstructed as part of the reorganisation of the station's west approaches. Reduced track capacity during the work meant that most trains from Sheffield were turned round at Normanton, passengers using Barnsley trains between there and Leeds. Some Midland main line expresses were diverted over the Engine Shed Junction-Whitehall Junction line to Armley Canal Road where connections were made for Leeds. Temporary track was laid so that some trains normally using City (South) could use the north side instead.

Top: Viewed from Leeds City West signal box, an English Electric Type 4 diesel brings a Liverpool to Newcastle express round the work and into the station on 1st May, 1961.

Centre: A closer view of the work as Ivatt Class 4 2-6-0 No.43007 moves a van train away from Leeds.

Right: A familiar riverside scene next to the station until relatively recently was the pair of rail-mounted steam grabs which lifted coal from barges to the Co-op coal depot, pictured here in 1974. (Stephen Chapman)







## SHORT MEMORIES

**29.3.61:** Deltic diesel No.D9002 works a Newcastle to Neville Hill test train, returning north via Harrogate.

**18.7.61:** The Deltic era, and the end of steam on Kings Cross expresses, come closer, as No.D9003 *Meld* arrives at Central with a demonstration train from Kings Cross.

**6.8.61:** 9F 2-10-0 No.92059 of Wellingborough shed arrives at Central station with an extended Fleetwood-Accrington summer relief.

**31.3.62:** Ex-works A4 pacific No.60031 *Golden Plover* of Glasgow St Rollox, arrives at Central while running-in with the 10.20am from Kings Cross.

**Autumn 1963:** BRC&W/Sulzer prototype diesel No.D0260 *Lion* undergoes daily main line trials on the 4am Kings Cross to Leeds Central and southbound 'Yorkshire Pullman'.

Two eras of the 'Thames-Clyde Express', the most prolific train then serving Leeds City (North).

**Top:** On 5th May, 1961 Britannia pacific No.70054 *Dornoch Firth* gets the northbound train on its way to Glasgow St Enoch via the Settle and Carlisle line.

**Below:** Holbeck fireman Roy Wood places the headboard on the front of his Peak Type 4 diesel ready for the run to St Pancras on 23rd March, 1963.



The 1957 northbound 'Thames-Clyde' left London St Pancras at 10.15am and arrived in Glasgow at 7.43pm (7.55 on Saturdays). It called at Leeds City from 2.35 to 2.41pm which demanded a quick engine change and turnround. The same was true of the southbound train which left Glasgow at 9.20am, called at Leeds 2.21-2.27pm, arriving St Pancras at 7pm (7.12 on Saturdays).





**Above: Ivatt Class 4 2-6-0 No.43007 departs from Leeds City (South) with the 2.53pm Heysham parcels on 5th May, 1961. The Wellington motive power area and turntables are immediately behind the locomotive.**

**Below: Black Five 4-6-0 No.44852 leaves Leeds City (North) with the 5.28pm to Ilkley via Arthington and Otley on 4th June, 1962 while a B1 4-6-0 stands on the former New station motive power area.**







**It was regular practice to double head the 4.46pm to Bradford Forster Square (an express from St Pancras) so that one locomotive could be used for the Bradford to London fitted freight. On 21st March, 1961 Black Fives Nos.44810 and 44962 were fulfilling this role (above) while on 18th July (below) it was 44962 and BR Standard 4-6-0 No.73074.**







**Above: Jubilee No.45585 *Hyderabad* pulls out of Leeds City (North) with the 5.54pm to Sheffield on 30th May, 1962.**

**Below: The pilot at Leeds City (North) on 19th April, 1962, was Holbeck's Ivatt Class 2 2-6-0 No.46493.**





**Top:** The new order starts to appear on 4th August, 1962 as Brush Type 2 diesel No.D5820 stands side by side with Willesden-based Royal Scot No.46154 *The Hussar*.

**Centre:** Just arrived at platform five with a train from Carnforth on 12th August, 1961 is Black Five 4-6-0 No.44892.

**Bottom:** Fireman Freddie Buick smiles for the camera before leaving platform three with the preserved Midland Compound 4-4-0 No.1000 on a 4th September, 1960 railtour.



## SHORT MEMORIES

**April 1965:** New British Railways subsidiary, Oil Rail Terminals Ltd. opens its first road-rail petroleum depot at Hunslet East, served initially by twice-weekly 1000-ton 22-wagon trains bringing Total fuel from Immingham.

**19.4.65:** Following failure of the booked diesel, 4-6-0s Nos.73006 and 45399 bring the 11am Liverpool to Newcastle into City station where A1 No.60118 takes over.

**11.6.65:** Eight Jubilees are on Holbeck shed. They are: 45573 *Newfoundland*, 45574 *India*, 45593 *Kolhapur*, 45608 *Gibraltar*, 45658 *Keyes*, 45660 *Rooke*, 45661 *Vernon* and 45664 *Nelson*. All except 45573 and 45658 are minus name-plates

**Summer 1965:** 16.50 and 18.03 stopping trains from Leeds Central to Doncaster worked by Jubilee 4-6-0s.







Above: There was a regular service of stopping trains along the North Midland main line from Leeds City to Sheffield Midland but until the early 1960s two evening rush-hour trains ran only as far as Cudworth, a once important interchange with the old Hull and Barnsley Railway which has over the years been completely wiped out. The nearest Midland shed for Cudworth was Royston and here one of its Stanier Class 3 2-6-2Ts, No.40193, prepares to leave Leeds with a Cudworth stopper on 29th June, 1961.

Below: Exactly two months after the picture above, much larger Fairburn Class 4 2-6-4T No.42093 leaves platform six with the 1.42pm express to Bradford Forster Square.







**Above:** Ready to leave platform three with the 5.28pm to Ilkley on 31st August, 1961 is Ivatt Class 4 2-6-0 No.43039. The wooden building on the roof included a mess room for station staff and is still there today.

**Below:** Carlisle Kingmoor Jubilee No.45697 *Achilles* leaves Leeds City (North) full of confidence for the climb to Ais Gill while working the 10.35am to Glasgow on 21st March, 1961. Dominating the background is the City of Leeds Electric Lighting Company generating station opened in 1902.







Left: The LMS flavour still permeates every detail of this scene at Leeds City (North) on 30th October, 1961 as Stanier Class 3 2-6-2T No.40181 backs its train, the 8.25am for Sheffield, into platform four. Below: Wellington signal box on 26th September, 1961 with Fowler 2-6-4T No.42409, and Jubilees Nos. 45614 *Leeward Islands* and 45605 *Cyprus* awaiting departure.



Right: At platform five on 5th July, 1961 after arriving with the 7.23am stopper from Cudworth is 4F 0-6-0 No.44446 of Royston shed. The posters on the left advertise an auctioneers as well as Kodak and Ilford films.







Top: When it came to Jubilees, those at the south side of Leeds City were more likely to be from Farnley Junction shed rather than Holbeck. Here, No.45646 *Napier*, still bearing the early BR totem and looking very smart, heads past the Leeds City (North) water tower with the 3.20pm Stockport parcels on 21st March, 1961.

Right: BR Standard 2-6-0 No.76022 of Lancaster Green Ayre shed, in easy steam under the hand of fireman Roy Wood, leaves Leeds City with the 2.53pm Heysham parcels on 24th August, 1961.



Left: The south side of Leeds City was also the place to see engines of North Eastern and LNER persuasion, such as V2 2-6-2 No.60901 passing Leeds City West signal box on 6th August, 1961 with an express bound for the North East via Harrogate.





Above: Patriots became common at Leeds during their later years, working in over the Midland lines from both Carnforth and Lancaster. Here, Carnforth's unnamed 45513 heads for home with the 1.54pm from Leeds City on 15th August, 1961.

Below: Motive power mixture at Leeds City on 4th August, 1962 as a Peak Type 4 diesel, Royal Scot 4-6-0 No.46154 *The Hussar* and Fairburn 2-6-4T No.42139 bask in the sun.







**Above: Platform 12 at Leeds City (South) - now platform nine - is barely recognisable in this shot of Heaton V2 No.60904, taken on 11th August, 1962. The towering trainshed roof has been replaced by today's modern structure, the Dragonara Hotel dominates the background and there is a bay platform and then a low wall to the right.**

**Below: More motive power variety for the 2.53pm Heysham parcels as Fairburn 2-6-4T No.42136 departs for the Lancashire port on 11th October, 1961.**







**Engines on the Leeds City (North) motive power area in the 1950s.**

**Top:** On stand-by duty is LMS Fowler-designed Compound 4-4-0 No. 41199 with sisters 41063 and 41045 lingering in the background.

**Centre:** Bearing its 20E shedplate, Manningham's Stanier Class 3 2-6-2T No.40117 stands on the turntable.

**Bottom:** Also on the turntable, this time on 4th August, 1962, is Lancaster Crab 2-6-0 No.42776. Ivatt 2-6-2T No.41267 is on station pilot duty.

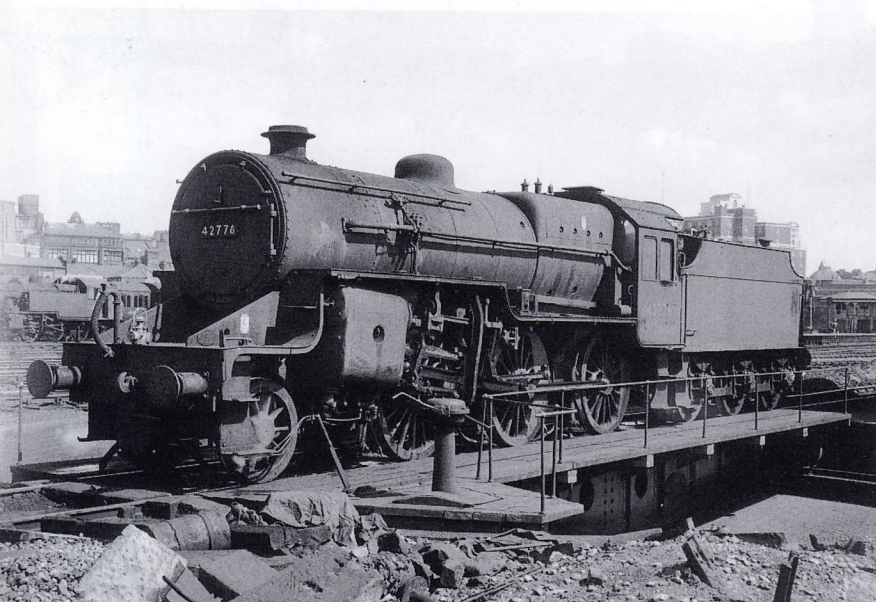


## SHORT MEMORIES

**26.6.65:** The 09.35 Manchester Exchange to Newcastle is worked forward from Leeds City by A1 4-6-2 No.60134 *Foxhunter* after it replaces a failed diesel.

**Autumn 1965:** Neville Hill A1s Nos.60118/31/34 and 54 are withdrawn – the last LNER-style pacifics shedded in the Leeds area. Their duties as stand-by for diesel failures are taken over by two Holbeck Jubilees.

**16.10.65:** Midland Pullman diesel set tested between Leeds Central and Kings Cross to assess its suitability for the East Coast main line following the replacement of its regular Manchester–St Pancras service by the Manchester–Euston electrification. Empty set travels from Reddish depot (Manchester) to Central via Huddersfield, Low Moor and Laisterdyke. Its Leeds–Kings Cross schedule is 2hrs 46mins and 2hrs 49mins return, both runs being completed on time.







Above: The cavernous nature of the former New station is shown to good effect in this picture taken on 9th May, 1962 – and so is the advancing decrepitude of its once magnificent roof which would soon be completely swept away. The station is well stocked with DMUs as Fairburn 2-6-4T No.42189 moves forward after bringing the empty stock for the 'North Briton' from Neville Hill. Below: Making an attractive scene beneath the sweeping footbridge on 20th April, 1962 while working empty coaching stock, was Neville Hill's Ivatt Class 2 2-6-2T No.41282.



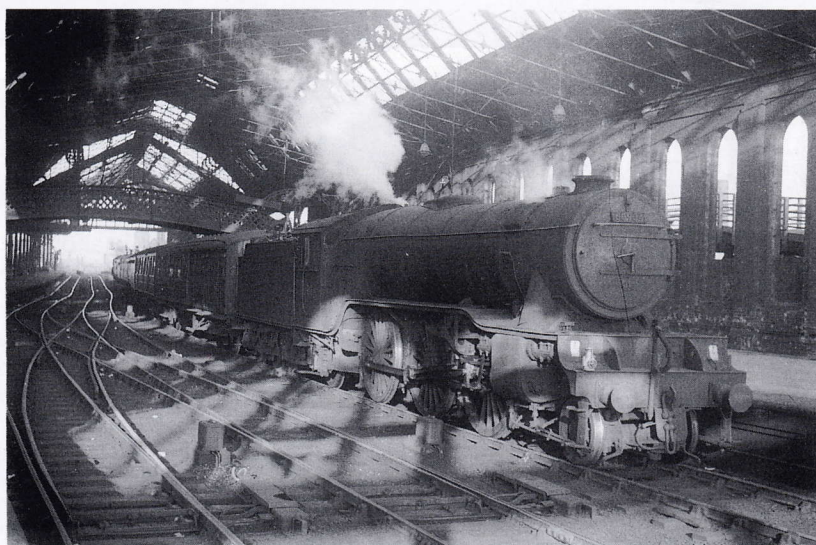




**Top:** Wearing German-style smoke deflectors, A3 No.60047 *Donovan* heads a Liverpool-Newcastle express out of platform nine while a DMU lurks in the darkness.

**Right:** Amid the grime and the shadows on 11th August, 1962, V2 2-6-2 No.60904 awaits departure from platform twelve with a North East express.

**Bottom:** Crab 2-6-0 No. 42774 arrives at platform eleven with empty stock for the 11.5am 'zoo special' to Manchester Belle Vue on Easter Monday, 23rd April, 1962.



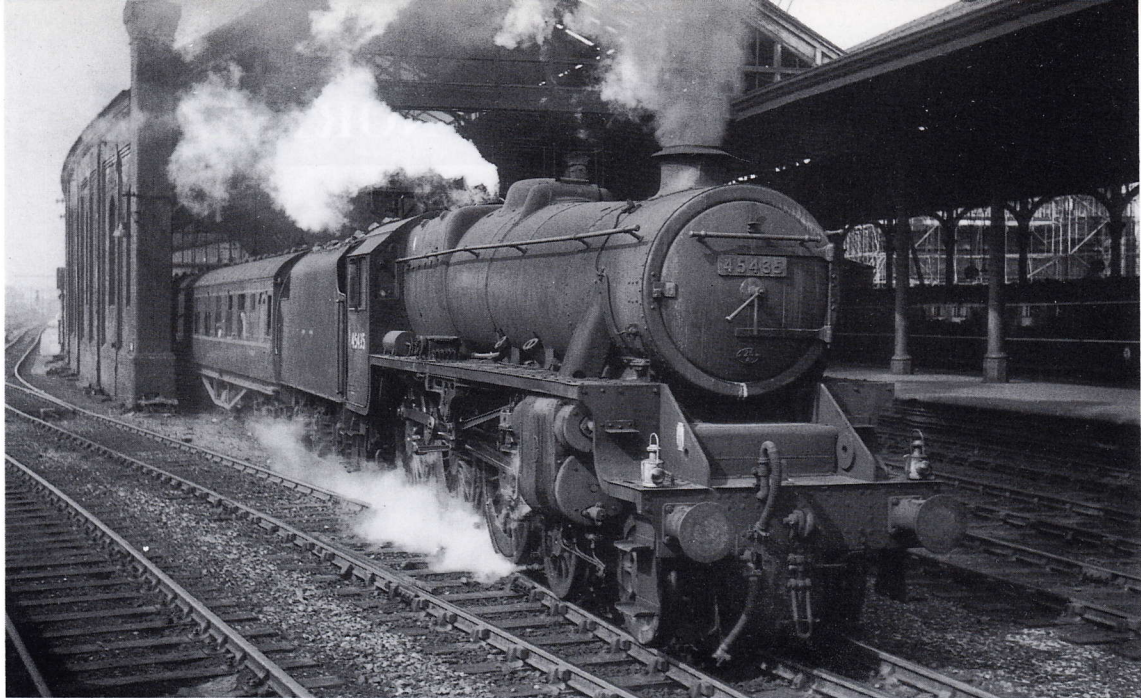




Above: Ready to leave the east end of platform eleven with an additional train to Selby on 23rd April, 1962 is Neville Hill B1 4-6-0 No. 61030 *Nyala*. Left: Neville Hill's BR Standard Class 4 2-6-4Ts, Nos. 80116-20, were regular performers over the NE lines around Leeds. No. 80116 simmers on a rake of vans at the west end of the station on 28th May, 1962.

Below: This was the scene which greeted passengers as they left Leeds City (South) on 10th April, 1959. Platforms seven and eight were on the left, the booking office on the right, and there were no problems finding the buffet! (by courtesy of British Rail)





**Above: The south east corner of the vast Leeds City reveals its family likeness to other North Eastern stations, like Darlington and Newcastle, as Black Five 4-6-0 No.45435 makes an impressive start from platform 13 with an Easter Monday special to Bridlington on 23rd April, 1962.**

**Left: How the covered entrance to Leeds City (South) looked on 30th June, 1961 as demolition was starting prior to reconstruction.**

*(by courtesy of British Rail)*

Jim Lodge spent 35 years maintaining lifts and hoists and for someone dedicated to his profession, Leeds was a paradise.

"We had at least two big hydraulic lifts on the New station side of Leeds City, plus a dumb waiter in the refreshment rooms.

"They were all driven from a pumphouse at Marsh Lane where there was also an old steam power house which used to drive the lifts before the hydraulics.

"All the main goods yards had their own hydraulic pumphouses but at Hunslet East there was a steam power house with two Ivatt Atlantic boilers. Some old Midland Railway 0-6-0s were also used as stationary boilers at Holbeck.

"The wagon hoists between Wellington Street high and low level were driven from ground level by flat belts powered by a stationary steam engine in the arches supporting the high level. There were three hoists and there may have been two engines.

"Wagons in the LNW low level yard were moved by capstans which were shaft driven, also from a stationary steam engine, and could not be operated individually.

"The hoists were the only way in which LNW goods could reach its low level yard which was surrounded by GN and NER track. They went out of use in the early 1950s when a connection was laid allowing wagons to be shunted between the GN/NE depots and the LNW low level.

"The Goliath crane at Hunslet Lane, derated from 50 to 20 tons, was also steam driven until modernised with DC electric motors powered through a mercury arc rectifier."



# CENTRAL & THE GREAT NORTHERN



Power that epitomised Leeds Central station – the sheer glamour of the East Coast pacifics which raced its expresses to and from Kings Cross. **Top:** One of Copley Hill's well-known A1s, No.60130 *Kestrel* sets out for the London terminus while another member of the class waits in the adjacent platform. 4th September, 1962.

**Left:** The magnificent Gresley A4s which graced Central's arcading several times a day included No.60025 *Falcon* which had just arrived from Kings Cross, also on 4th September, 1962. The vintage Post Office van on the platform completes the scene.





Classic views of Leeds Central, still in its prime yet with only five or six years to go before complete closure.

Above: This was the tantalising view from an approaching train on 19th July, 1961 with Bank Hall Jubilee 4-6-0 No.45717 *Dauntless* on the 5.10pm to Liverpool Exchange (a service soon to be dieselised with the Calder Valley DMUs), Scottish A1 No.60161 *North British* on the 5.17pm to Doncaster, and a J50 0-6-0T on pilot duty. No.45717 worked light engine from Low Moor to collect its train which ran via Halifax and Manchester Victoria. Leeds Central 'A' signal box is on the right and behind it can be seen the City of Leeds Electric Lighting works on Whitehall Road. Part of this building survives but the elevated Central station has been obliterated and the ground on which the arches supporting it stood is now occupied by the usual wholesale and retail warehouses.

Below: This is the sort of thing that passengers arriving at Leeds from Kings Cross saw after leaving their trains – post-war speed record holding A4 No.60007 *Sir Nigel Gresley* resting at the buffers on 2nd March, 1962.

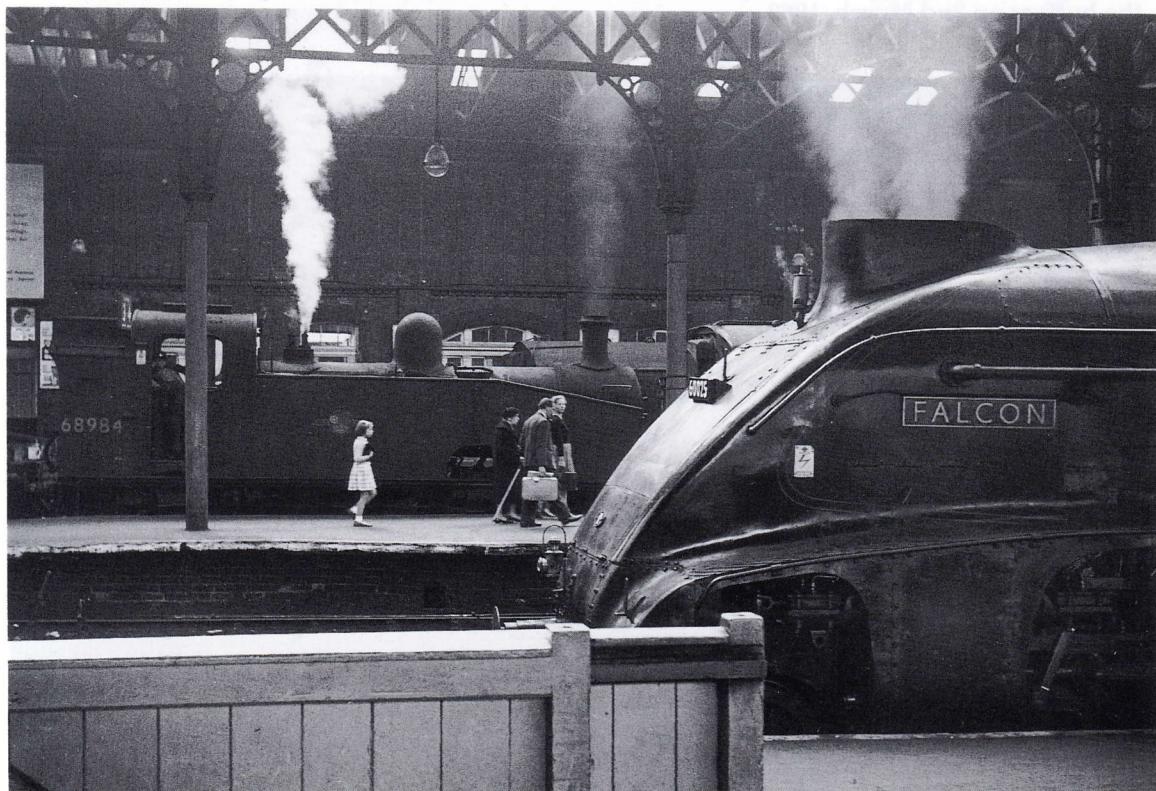






**Above:** Trains to London or empty coaches to Copley Hill would often be banked out of Central station by the engine which brought them in. On 4th September, 1962 A4 No.60025 *Falcon* helps the 2-6-4T which is removing its train. The A4's immaculate condition and the short length of its train suggest it could have been on a running-in turn after overhaul at Doncaster works.

**Below:** The magic of a busy terminus in steam days is caught here as hopeful travellers make their way to the train which has been brought into platform four by 0-6-0T No.68984, one of four Gresley Great Northern-design J50s allocated to Copley Hill for carriage pilot duties.





**Top:** At the start of the winter 1961 timetable certain East Coast main line services were handed over to Deltic diesels on accelerated timings. **First** on the Leeds route was the Up 'West Riding', half an hour quicker and seen leaving Central for Kings Cross with No. D9007 *Pinza* at the head on 3rd October, 1961. (by courtesy of British Rail)

**Centre:** Ready for the off to Kings Cross on 20th June, 1961 is A1 4-6-2 No.60141 *Abbotsford*. Behind the GNR-style 'A' box is another LNWR/L&Y wagon hoist, this time leading down to a warehouse on Whitehall Road.

**Bottom:** Arriving with the 10.4am from Low Moor on 21st March, 1961 is Fowler 2-6-4T No.42413. Behind it is one of the steam-powered hoists, by this time out of use, for lowering wagons to the LNWR/L&Y Wellington Street low level goods yard. The derelict shell of the hoist survives but the high level goods depot to the right and all the rest of the railway in this area is long gone.



## SHORT MEMORIES

**1966:** BR NE Region begins installation of electronic memory train describers covering eight Leeds area signal boxes with a central describer located in the main Leeds power box.

**Early 1966:** Prototype Class 50 diesel No.DP2 takes up regular work on the 04.00 Kings Cross-Leeds Central and the 10.30 'Yorkshire Pullman' return.







**Left:** One of the delightful things about both City and Central stations was that they produced a wide range of engines from both LNER and LMS camps. Lurking deep inside Central station amid contemporary advertisements on 15th August, 1961 while waiting to take the 8.30am to Blackpool, was Edge Hill rebuilt Patriot 4-6-0 No. 45521 *Rhyl*.

**Right:** Boiling up ready to work the 1.55pm Liverpool Exchange is Fairburn Class 4 2-6-4T No.42108. This train will join the Bradford portion at Low Moor before continuing across the Pennines via Hebden Bridge. The date is 21st August, 1961 but the engine still wears its early BR totem.



**Left:** Running-in turns for locomotives overhauled at Doncaster works were a source of added interest for observers at Leeds Central. Britannia 4-6-2 No.70039 *Sir Christopher Wren*, one of the Immingham stud usually kept for working Grimsby-Kings Cross trains, prepares for its return to Doncaster with the 4.43pm stopping service on 17th August, 1961.





Several main line goods trains left direct from Wellington Street Low Level each day.

Above: Crab 2-6-0 No.42713 and 8F 2-8-0 No.48664 stand with trains on the bridge over the River Aire on 6th June, 1962. The High Level goods depot is above the Crab's train while Leeds Central 'B' box stands aloft the 8F. The graceful viaduct carrying the Central approaches over the river can still be seen today, cleaned but disused.

Below: Leaving the Wellington Street low level complex with its train to Ardsley is Copley Hill B1 4-6-0 No.61189 *Sir William Grey*. On the right a J50 waits to assist the train up the incline to Geldard where it will reverse, the J50 then leading up the curve to 'B' box where another reversal takes place before the B1 is on its own to Ardsley.



## SHORT MEMORIES

**9.3.66:** Scottish-based A2 pacific No.60532 *Blue Peter* works a Leeds-Bradford parcels.

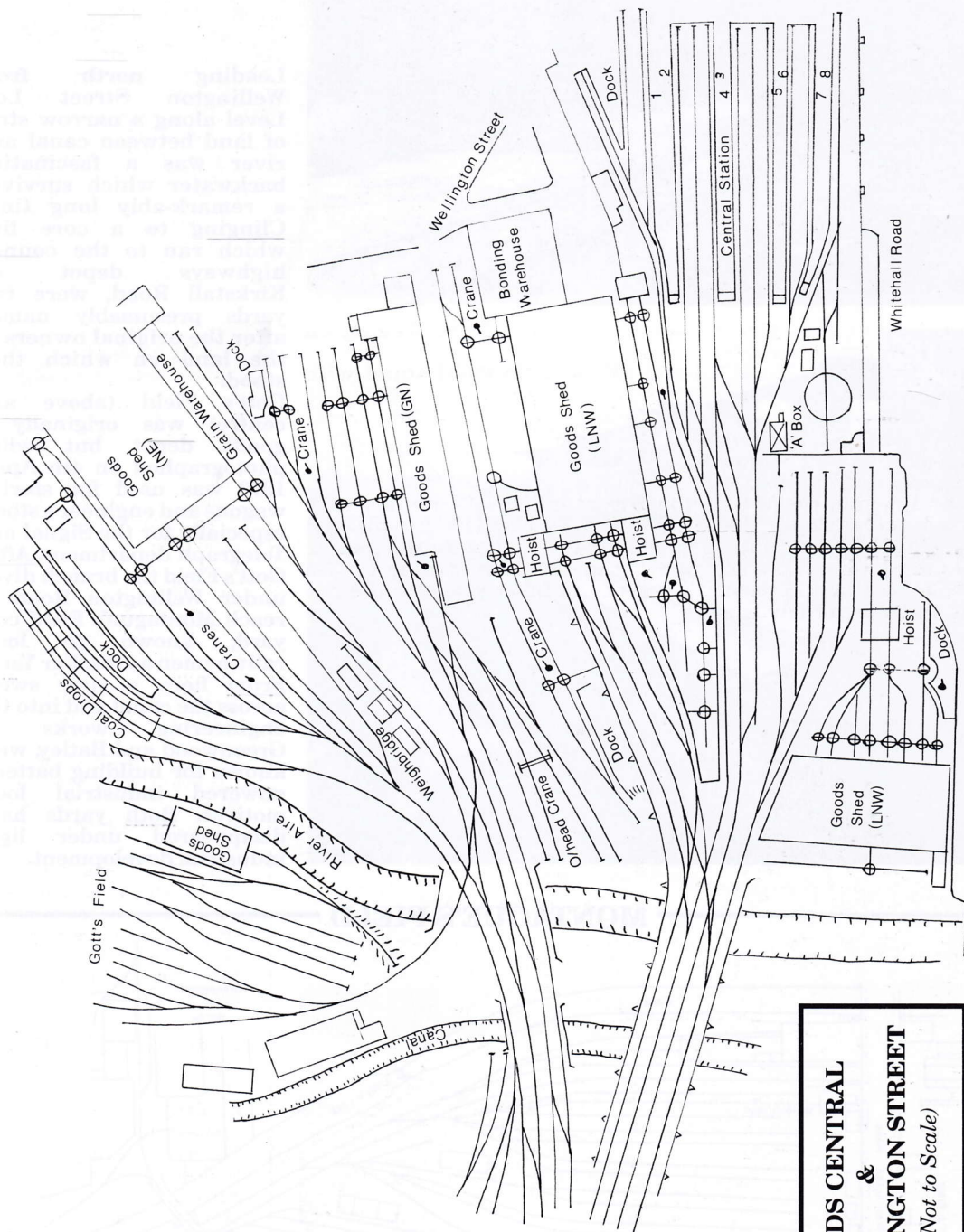
**23.12.66:** 4-6-0 No.45411 fails at Whitehall Junction with the 17.28 Leeds City to Manchester relief, blocking all lines to Manchester, Sheffield and Skipton for 45 minutes.

**February 1967:** All of the last five active Jubilees are based at Holbeck: Nos.45562/93/45647/75/97.

**April 1967:** Regular power for Bradford Exchange-Leeds portions of Kings Cross expresses are Stanier and Fairburn 2-6-4Ts Nos.42072/85/42138/96/42574.

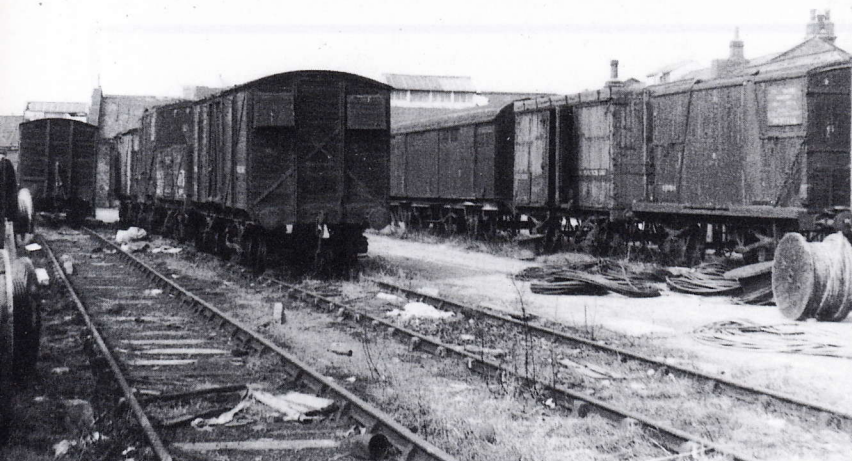
**9.6.67:** Fridays Only 17.47 Manchester Victoria-York, one of the last regularly steam-hauled Trans-Pennine passenger trains is rerouted from the Huddersfield line to the original Manchester & Leeds Railway route via Hebden Bridge and Normanton. Regularly a Britannia pacific, it was No.70035 *Rudyard Kipling* on this day.





**LEEDS CENTRAL  
&  
WELLINGTON STREET**  
(Not to Scale)



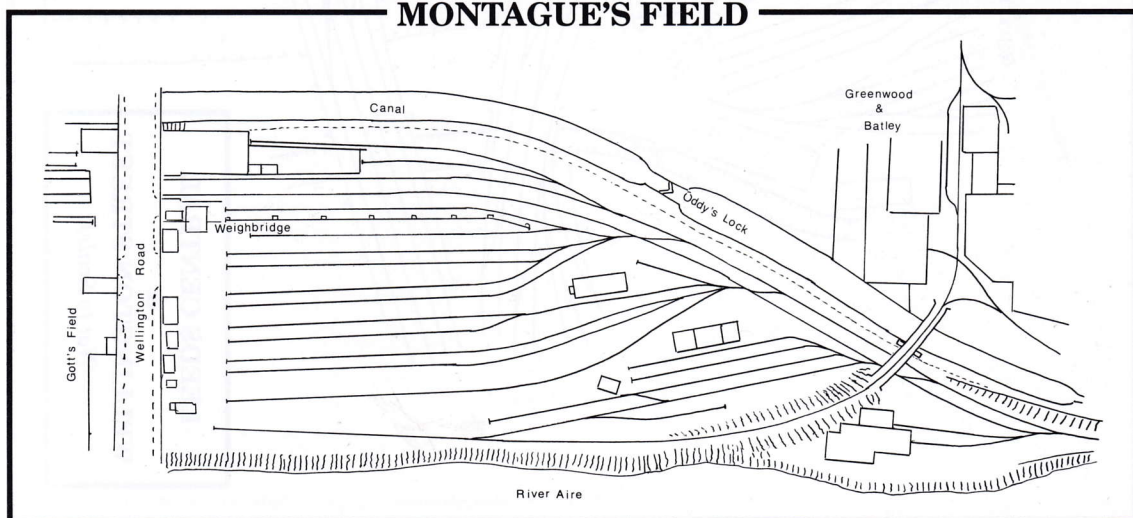


Leading north from Wellington Street Low Level along a narrow strip of land between canal and river was a fascinating backwater which survived a remarkably long time. Clinging to a core line which ran to the council highways depot on Kirkstall Road, were two yards presumably named after the original owners of the land on which they stood.



Gott's Field (above and centre) was originally a goods depot but when photographed on 4th April, 1970 was used for storing wagons and engineer's stock, especially for the Signal and Telegraph department. After Gott's Field the branch dived under Wellington Road to reach Montague's Field coal yard, known to local railwaymen as the 'Far Yard'. From here a spur swept across the canal and into the engineering works of Greenwood and Batley, well-known for building battery-powered industrial locomotives. Both yards have disappeared under light industrial development.

## MONTAGUE'S FIELD







Above: The third freight to leave Wellington Street on 6th June, 1962 after those shown on page 78 was this express, possibly bound for London, behind A1 4-6-2 No.60157 *Great Eastern*.

Below: Ready to leave Wellington Street Low Level with the Stourton trip on 20th March, 1961 was 4F 0-6-0 No.44586, sporting a BR-pattern chimney. The ex-NER signal boxes described this train as 'The Derby' while the ex-Midland boxes knew it as 'The GN Man'!



Propelling of trains or vehicles: up to 8 wagons may be propelled from Wellington Street Departure Spur to Up Shipley Slow. Propelling movement to terminate when engine is clear of No.56 signal. *Eastern (NE) Region Sectional Appendix, 1968.*

## SHORT MEMORIES

**Summer 1967:** The surviving Holbeck Jubilees are mainly for expresses over the Settle and Carlisle, including the 06.40 Birmingham-Glasgow, 10.17 (Saturdays) Leeds-Glasgow, and the 12.41 (Saturdays) Sheffield-Glasgow which stops outside the shed to change engines.

**31.7.67:** Thirty one steam locomotives noted on Holbeck despite the approaching end of steam. They include Jubilees 45562/93 and 45697.

**30.9.67:** B1 No.61306 works the last steam 'Yorkshire Pullman' between Bradford and Leeds.

**1.10.67:** Fairburn 2-6-4T No.42152 hauls the last steam passenger train between Bradford and Leeds, the 16.18 Bradford Exchange to Kings Cross.

**November 1967:** Probably the last regular steam passenger trains through Leeds are the 03.32 to Halifax and Manchester Victoria and the 17.47 (Fridays Only) Manchester Victoria to York.





Left: Pacifics frequently worked fill-in turns on the Leeds-Doncaster stopping trains. Copley Hill A1 4-6-2 No. 60120 Kittiwake is seen about to pass Holbeck High Level station with one of these lightweight duties on 20th March, 1961.

Right: J50 0-6-0T No. 68984 has just left Central station and is passing 'B' Box Junction (where the curve from Geldard comes in) while removing a solitary Gresley brake to Copley Hill sidings on 4th June, 1962. Just visible on the right is the top of the old LNWR/L&Y warehouse on Whitehall Road.



Left: B1 4-6-0 No. 61115 approaches Holbeck High Level with the 3.42pm Leeds Central to Doncaster on 20th March, 1961.





Above: The old GNR station at Holbeck High Level viewed from Holbeck Junction signal gantry on 27th October, 1961, showing A1 No.60125 *Scottish Union* backing down to Central station with empty coaches for the 4.43pm Doncaster stopping train. On the leading end is an English Electric Type 4 diesel which will take the 5.17pm to Doncaster.

In summer, 1957 Holbeck High Level was served by no fewer than 97 regular weekday trains. These included 11 to Bradford Exchange, eight to Doncaster, seven to Castleford Central via Stanley, five to Manchester Victoria or Liverpool Exchange, one each to Halifax and Southport, three to Kings Cross including the 'West Riding' at 7.54am, and 61 to Leeds Central originating mostly at the aforementioned places.

Below: Some of the first diesel multiple units in the country were introduced between Leeds Central, Bradford Exchange, Castleford and Harrogate in 1954. But they soon suffered teething troubles and steam engines had to be hurriedly drafted in from various parts of the Eastern Region while the faults were rectified. In a scene more akin to the London suburbs, Great Eastern-design N7/3 0-6-2T No.69691 (actually of Annesley shed, Nottingham) storms away from Central with what is probably a Castleford via Stanley service. (V.W. Hague/N.E. Stead collection)







**Above:** A4 4-6-2 No.60032 *Gannet* accelerates the 5.17pm to Doncaster over Holbeck Junction and the entrance to Copley Hill motive power depot on 1st September, 1961, while on the right an 8F 2-8-0 struggles up the original LNWR route from Whitehall Junction.

**Below:** Leaving Holbeck High Level behind it and passing Holbeck signal box on 6th August, 1961 is Sowerby Bridge-based Fairburn 2-6-4T No.42094. This whole area was eradicated during the 1960s station combination and the Bradford lines (left) now run straight across to join the LNW Whitehall Junction line.

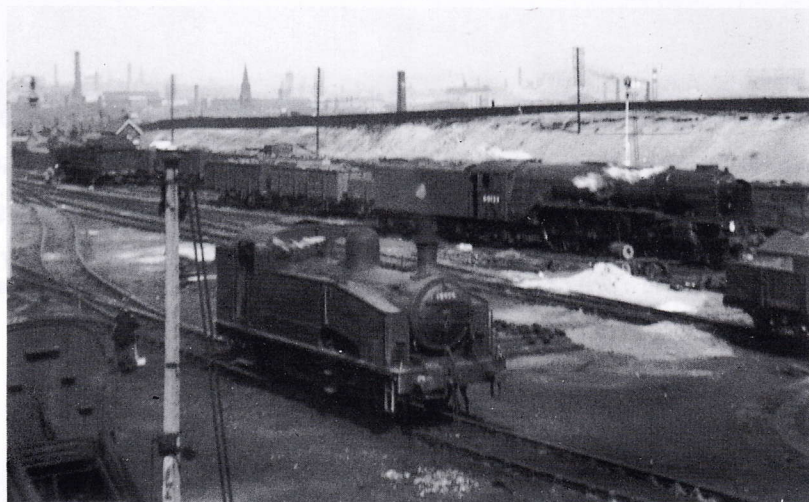




Copley Hill (37B in the Ardsley district of the Eastern Region until 1956 when it became 56C in the North Eastern Region's new Wakefield district) was situated in the triangle formed by the Bradford and Doncaster lines, and the Wortley Curve which linked the two, providing a direct route from Doncaster to Bradford. The area is now occupied by a modern warehouse.

Top: Viewed from the embankment above the Doncaster lines in the early 1950s, the west end of the five road shed, which had just been rebuilt, hosted traditional Great Northern motive power in the shape of an N1 0-6-2T and a C12 4-4-2T, types regularly used at the time for local passenger trains. Behind the shed is the former GNR carriage shed, with Armley prison on the skyline.

Right: Standing in the shed yard on 7th May, 1952 are A1 4-6-2 No.60133 *Pommern* and J50 0-6-0T No.68925.



## LOCOMOTIVES ALLOCATED TO COPLEY HILL

**September, 1950**

A3 4-6-2: 60044 *Melton*/60046 *Diamond Jubilee*/60056 *Centenary*/60062 *Minoru*; A1 4-6-2: 60114 *W.P. Allen*/60117 *Bois Roussel*/60118 *Archibald Sturrock*/60119 *Patrick Stirling*/60120 *Kittiwake*/60123 *H.A. Ivatt*/60125 *Scottish Union*/60133 *Pommern*/60134 *Foxhunter*/60141 *Abbotsford*; B1 4-6-0: 61295; J6 0-6-0: 64173/250/60; C12 4-4-2T: 67353/72; J50 0-6-0T: 68911/3/25/37/78/84/8; N5 0-6-2T: 69266/71; N1 0-6-2T: 69430/6/7/40/4/6/71/2/3. Total 38.

**July, 1962**

Stanier 3MT 2-6-2T: 40114; Fairburn 4MT 2-6-4T: 42073; Fowler 4MT 2-6-4T: 42411; 5MT 4-6-0: 45219; A1 4-6-2: 60115 *Meg Merrilies*/60117 *Bois Roussel*/60118 *Archibald Sturrock*/60120 *Kittiwake*/60130 *Kestrel*/60133 *Pommern*/60141 *Abbotsford*/60145 *Saint Mungo*/60148 *Aboyeur*; B1 4-6-0: 61016 *Inyala*/61100/15/23/9/1214/1309/20/39; J50 0-6-0T: 68892/925/84/5. Total 26.





**Above:** Armley Moor station (called Armley and Wortley until 1950) closed on 4th July, 1966 but the coal depot survived until the 1980s. Notable features were the Great Northern signal box and somersault shunt signals, still there on 20th September, 1967 when B1 4-6-0 No.61337 was ending its days exchanging wagons. (*Brian Myland*)

**Below:** Ex-Great Northern J6 0-6-0 No.64203 hauls a long train of empty stock from Copley Hill sidings towards Leeds on 6th August, 1961. Another engine is at the rear.





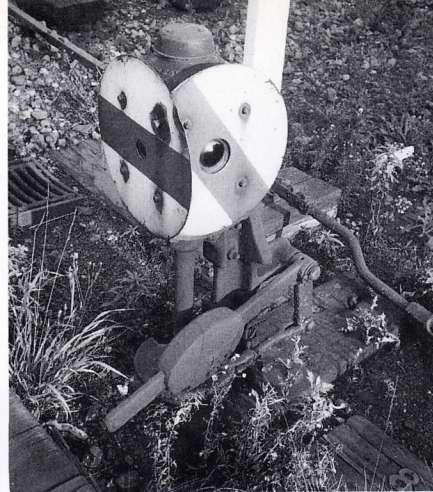


**Above:** B1 4-6-0 No.61248 *Geoffrey Gibbs* gathers pace with the 4.13pm Leeds Central to Cleethorpes express as it crosses over the LNWR Copley Hill yards and Huddersfield line at Wortley South Junction on 4th June, 1962.

**Below:** One of Holbeck's A3 pacifics, No.60082 *Neil Gow*, in ex-works condition, makes a fine sight as it heads a Doncaster local over the former LNWR viaduct line at Geldard Road on 1st September, 1961. The station combination scheme saw the LNWR line from Leeds City realigned and graded to join the Doncaster line near this point.







As they left the outskirts of Leeds on their way towards Doncaster, trains passed through Beeston. Notable features there were the twin signal boxes (above) and (above right) the revolving disc ground signal. (both pictures by Robert Phizackerley)  
 Centre: Beeston station closed on 2nd March, 1953 with goods facilities going on 1st January, 1962. It was disused, but still intact on 31st March, 1962, when V2 2-6-2 No.60869 was passing on a Doncaster local. (Brian Myland)



Below: A B1 4-6-0 hauls a ballast train from Beeston Junction over the North Midland line and towards Hunslet East on 1st August, 1961.







Above: Passing Parkside Junction with a Hunslet East to Ardsley trip in May, 1965 is WD 2-8-0 No.90056. The connections going down to the Middleton Railway and Broom Pit are on the right (Brian Myland)

Right: The GNR Hunslet East branch crossed the River Aire and the Aire-Calder Navigation on a huge triple-span girder bridge. Ardsley J94 0-6-0ST No.68011 rumbles a trip freight over the bridge and towards Hunslet East on 1st August, 1961—

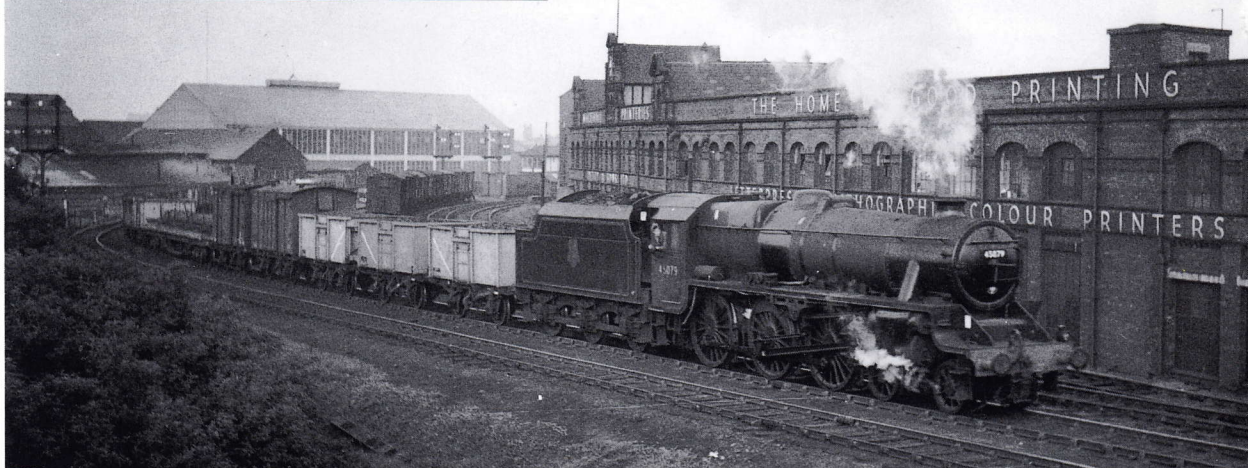
Bottom Right: An extensive railway network ran from Waterloo Colliery to the NER main line at Neville Hill, coal depots near Hunslet East and to this loading chute for barges on the Navigation, disused by the time this picture was taken on 1st August, 1961.

Bottom Left: A branch from the GNR's Hunslet East yard to Knostrop waterworks was abandoned long before this 1st August, 1961 picture was taken, yet a somersault signal was still standing guard over the trackbed.





# THE WESSIE



The LNWR route to Leeds – known to generations of railwaymen as ‘The Wessie’ – carried the principal Trans-Pennine expresses just as it does today.

Above: The original LNWR route into Leeds City, and the one used today by all ‘Wessie’ traffic, was that which ran via Copley Hill and Whitehall Junction. Black Five 4-6-0 No.45079, still wearing the early BR totem, begins the slog up to Copley Hill yard with a transfer freight from Neville Hill on 6th June, 1962. The lines into Whitehall Road goods depot are just above the first three wagons.

Below: Bearing familiar Trans-Pennine reporting number on 4th August, 1962, Patricroft Jubilee No.45645 *Collingwood* negotiates the awkward start from Leeds City (South) on to the Viaduct line which will take it direct to Farnley Junction. This rare picture was taken from the top of the tall Down starting signal on the North Midland line at Engine Shed Junction. Under the 1960s combination programme, the Viaduct line, originally built to avoid the congested western approaches to Leeds, became a more direct route for Kings Cross trains. It was abandoned in the 1980s though a stub still reaches from City station to this spot for stabling InterCity trains.







**Above:** At Whitehall Road goods, Fowler LMS Class 7F 0-8-0 No. 49511, also of Agecroft shed, prepares to make the short journey to Copley Hill yard with an evening trip on 15th May, 1952.

**Below:** Another view of the Viaduct line, this time from the North Midland main line next to Holbeck shed which is on the left. Agecroft Jubilee No.45654 *Hood* heads for Manchester on 4th August, 1962. In front of the tender is the signal from which the picture on the previous page was taken.



## SHORT MEMORIES

**November 1967:** Double-headed Birkenhead Class 9F 2-10-0s give up Stanlow-Hunslet East oil trains to single Class 47 diesels which work them to this day.

**13.12.67:** Britannia pacific No.70012 *John of Gaunt* from Carlisle Kingmoor shed works a Leeds to Patricroft parcels. No. 70011 *Hotspur* is on it the following day.

**22.12.67:** Five Manchester-Leeds passenger trains are steam-hauled. The 09.30 Manchester-Newcastle relief arrives an hour late behind Class 5 Black Five No.44802 after stopping all stations while deputising for a failed diesel service.

**4.1.68:** Stanlow-Hunslet East oil train is steam again, double-headed by 9F 2-10-0s.





The name Copley Hill was more readily associated with the Great Northern system but the 'Wessie' also had extensive yards and a carriage depot there.

Above: Stanier 8F 2-8-0 No.48746 brings a train of empty coaching stock into Copley Hill carriage sidings on 4th June, 1962. The footbridge and space occupied by these sidings can still be discerned from today's Trans-Pennine trains.

Below: WD 2-8-0s were a prominent feature of the 'Wessie' Here No.90068 of Mirfield shed marshalls its train in the yards alongside Copley Hill No.2 Shunting box, also on 4th June, 1962.







**Above:** On Sunday 27th August, 1961 rebuilt Patriot 4-6-0 No.45545 *Planet* of Crewe North shed passes the remains of Farnley and Wortley station on its way into Leeds along the direct line from Farnley Junction. This station replaced the original (out of view on the right) when the direct line was built but itself closed on 3rd November, 1952. This section of line as far as the intersection with the Leeds-Doncaster route was abandoned under the 1960s station combination scheme, trains reverting to the original line in December, 1966.

**Below:** A panoramic view of Farnley Junction on 17th September, 1961 with a pair of 4-6-0s passing on the Newcastle to Manchester Red Bank empty news vans. On the extreme left is the start of the flying junction leading to the New line, while the engine sheds are in the middle and the hostel used by locomotive crews on lodging turns is on the right. The Leeds-bound track of the New line flying junction is immediately to the left of the signal while the Farnley branch goes off to the right.







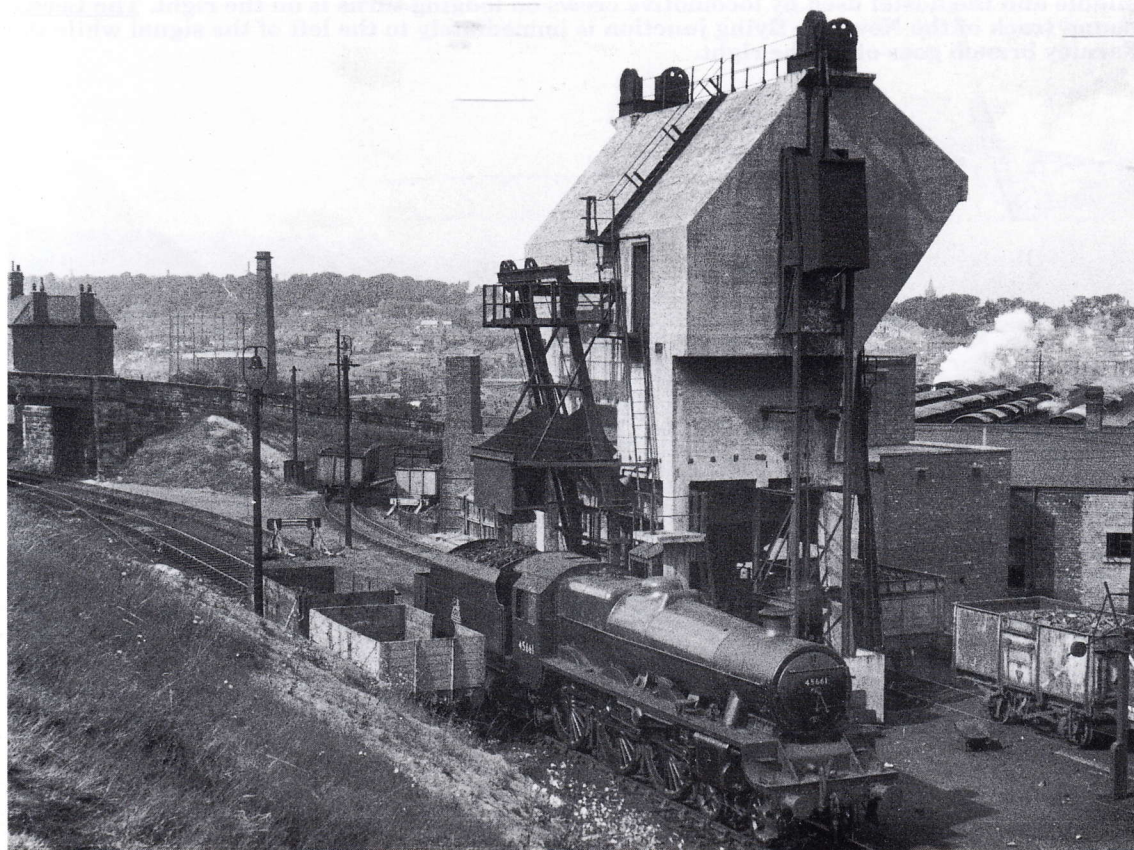
Farnley Junction shed was coded 25G under the old London Midland Region Wakefield district but on transfer to the NE Region in 1956 it became 55C in the Leeds district. The depot was situated in the triangle formed by the main lines, the Farnley branch, and the west to south spur between the two which actually formed part of the depot. It consisted of a 12-road straight shed complete with adjacent water tank covering two more tracks, and outdoor lifting gear. There was no turntable as engines were turned on the triangle.  
 Above: A view of the shed looking south showing a fine array of tenders.

## LOCOMOTIVES ON FARNLEY JN. SHED

10th February, 1963

Class 2 2-6-2T: 41254\*/82; Hughes-Fowler Crab 2-6-0: 42713\*/66\*/71\*/98\*/2813/15/61; Black Five 4-6-0: 44871/96/45078/79/80/45102/6/5204/91; Jubilee 4-6-0: 45646 Napier/45658 Keyes/45695 Minotaur/45698 Mars/45708 Resolution; Royal Scot 4-6-0: 46103 Royal Scots Fusilier\*/46130 The West Yorkshire Regiment\*/46145 The Duke of Wellington's Regt. (West Riding)\*; 3F 0-6-0T: 47419/47581; WD 2-8-0: 90488/715/726\*.  
 \* Loco in Store.

Below: The mechanical coaling plant, situated on the south-west leg of the triangle, is seen in the early 1950s while replenishing Jubilee 4-6-0 No.45661 Vernon. (both N.E. Stead collection)







## SHORT MEMORIES

**17.11.67:** The 23.02 Leeds to Ashton Moss parcels is triple-headed by BR/Sulzer Type 2 diesels Nos.D5173, D5248 and Standard Class 5 4-6-0 No.73128.

**14.2.68:** Pioneer BR Standard Class 5 4-6-0 No.73000 arrives with English Electric Type 4 diesel No.D357 on a Liverpool to Newcastle express, providing steam heat following failure of the diesel's train heating boiler.

**April 1968:** Heysham to Neville Hill oil trains regularly double-headed by a Type 2 diesel and a 9F 2-10-0 as far as Kirkstall where the diesel is detached and sent to Holbeck depot while the 9F continues to Neville Hill. It is serviced at Neville Hill while two diesel shunters take the tanks along the branch to the Hunslet East terminal.

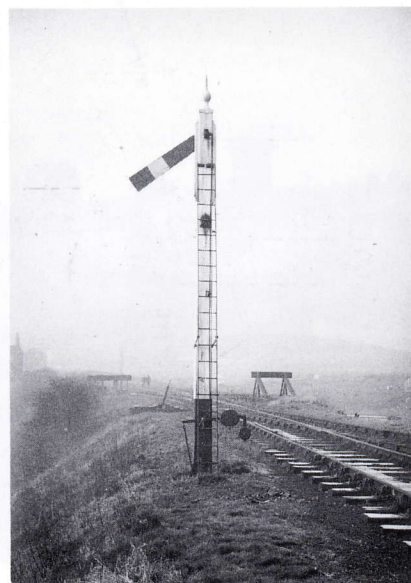
**11.6.68:** Heysham-Neville Hill tanks arrive behind 9F No.92167. With its rear driving wheels uncoupled it is running as a 2-8-2.

The Farnley branch served an iron foundry which later became Dunlop and Ranken's steel mill and stockholders. It survived in use until the late 1980s and was still *in situ* at the time of going to press.

**Above:** Class 3F Jinty 0-6-0T No.47420 brings a load of steel over the Halifax road bridge on 14th January, 1961.

**Right:** This NER-style slotted signal once protected the entrance to the Farnley works.

**Below:** Stored at the back of Farnley Junction depot, with the water tank behind, on 30th January, 1955, were ex-LMS Compound 4-4-0 No. 41101 and 2P 4-4-0 No.40581.

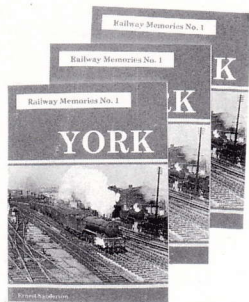




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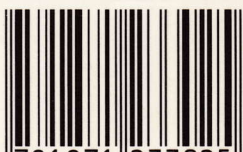
All signals controlling movements to and from the Farnley branch are electrically controlled to prevent more than one train or engine being on the line at the same time. The branch is worked under the Regulations for working single lines by One Engine in Steam ... but no train staff is provided. Keys for the padlock securing the ground frame at the Farnley Branch Junction end of the Dunlop and Ranken sidings are kept at the signing-on points of Guards working over this branch .... A bell is provided on a post adjacent to the points leading from the single line to the sidings for the purpose of the firm's staff controlling the movements of wagons within the works to signal to the guard who must immediately relay the necessary signal to the driver. Eastern (NE) Region Sectional Appendix, 1968.





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